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Vol. 21, No. 7 JANUARY 1979

Transit-Times

AC TRANSIT

Jockey touts Service to track

Our 'Stockholders' Write

I am writing in regard to the recent change in the route of Line 51A.

I must visit my mother (who is 78-years-old, is arthritic, and needs daily care and attention) every morning from my home in Richmond. She lives in close proximity to the North Berkeley BART station.

Since the 51A no longer stops at that BART station, I now must take whatever bus comes to El Cerrito Plaza and proceed to Cedar and San Pablo. I then must walk about 6 to 9 blocks in the dark early morning hours to my mother's. This presents a very dangerous situation.

I sincerely pray that you will reconsider and change the 51A back to its old route.

Marcelle Patterson
Richmond

(Ed. Note: We regret any inconvenience that this change in service has created for your specialized needs. Service analysis indicated very minimum patronage on Line 51A in the Cedar Street corridor area. However, we will continue to evaluate the service pattern for this area.)

* * *

It's always a pleasure to applaud the good drivers, of which you have large quantities. I'd like to call your attention to a particularly courteous and careful driver (*James Sutton*) on the 7 - Euclid bus. He seemed to have a natural talent for being courteous to the very old, as well as to young students and to everyone in between.

And his driving was equally skillful. A very good man!

T. P. Magilligan
Berkeley

I got such a kick out of that bus that is decorated for Christmas. I enjoy the festivity of it.

Most of my appreciation, however, goes to the AC Transit bus drivers. The overwhelming majority are courteous, careful and friendly.

Given the importance of mass transit in light of the energy situation, it's very important that bus service be looked upon as reliable and pleasant. Thanks largely to the bus drivers, that is the way I look upon AC.

Judy Turley
Berkeley

* * *

Almost without exception, compared with other cities and other countries, your drivers are outstanding. All my visitors from overseas have remarked on it.

Dorothea Angell
Oakland

* * *

I am writing in lieu of my wife, who was mugged in broad daylight. My purpose is to pay high tribute and thanks to one of your employees (who would not leave his name, but we were able to track him down).

Following the incident, my wife's card case, including credit cards, driver's license, etc., was found on the bus seat.

The gentleman (Operator *Anthony Villalovos*) contacted my wife and the next day on his off-time delivered the case in person. I believe it calls for some commendation for a gentleman like this who performs a service well above the call of duty.

David Markovitz
Oakland

Board holds swearing-in ceremony

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UNIVERSITY OF CALIFORNIA

OATH ADMINISTERED—Judge Mario H. Barsotti swears in four AC Transit Directors as two other board members look on. From left are Judge Barsotti, Directors Roy Nakadegawa, Ray Rinehart, William E. Berk, Jean A. Holmes, John McDonnell and William J. Bettencourt. Ceremonies took place at the first regular meeting of the year, Jan. 10.

Richmond businessman William E. Berk was selected to serve as president of AC Transit's policy-setting Board of Directors during the current year.

Berk was chosen by fellow Board members during the year's first regular meeting early this month. He succeeds Oakland businessman John L. McDonnell, who served as Board president the past two years.

A leader in transit policy decision-making since appointment to the Board in 1961, Berk is a native and a resident of Richmond and is also active in civic groups and professional associations in that city.

He has served previously as president of the District's Board of Directors — in 1969 and 1970.

Named to continue for another term as vice-president of the Board was Roy Nakadegawa, a resident of Berkeley and a civil engineer for the City of Richmond who was first elected to directorship in 1972.

The selection of board officers followed the swearing in of four incumbent directors returned to office in the November, 1978, general election.

Directors taking the oath of office were William Bettencourt, a public relations executive who has served on the Board since its creation in 1956; Jean A. Holmes, a Fremont businesswoman appointed to the Board in 1977; John L. McDonnell, an Oakland businessman and Board member since 1956; and Nakadegawa.

In the November election, Nakadegawa (then representing Ward I, parts of Berkeley and Oakland) outpolled then-incumbent Paul B. Godkin for the single at-large seat on the ballot.

This month, Directors are seeking expressions of interest from residents of Ward I who wish to be considered for appointment to the now-vacant seat.

Letters of interest and statements of qualifications concerning the pending appointment are being accepted through February 1 by the District Secretary at AC Transit's General Offices, 508 16th St., in Oakland.

SPECIAL SHUTTLE — The increased seating capacity (69 seats) of AC Transit's new 60-foot articulated buses proved productive in mid-month with the emergency institution of transbay shuttle service. Articulated buses were diverted from heavily-patronized lines to supplement the shuttle service fleet initiated after interruption of BART transbay train service January 17. With transbay train service discontinued the remainder of the month, more than 11,000 commuters turned to shuttle buses at BART/MacArthur station in Oakland for morning peak hour trips to San Francisco. Each afternoon, the flow of commuters reversed — with return trips originating at the Transbay Transit Terminal. Simultaneously, AC Transit registered a sudden surge in ridership on regularly scheduled bus lines.

TEST RIDE — Director Jean A. Holmes inspects a new wheelchair lift just received from Vapor Corp. of Chicago. This installation is one element of a CALTRANS-sponsored test of four different wheelchair lifts. AC Transit will be testing this Vapor Corp. device in non-revenue service initially, and then studying the bus and lift in regular revenue service. Three other transit properties — in Long Beach, Sacramento and San Francisco — will be evaluating the features and performance of other designs as their part of the CALTRANS demonstration project.

THE COVER — Jockey Richard Galarsa, Northern California's leading rider last year, tried a new mount to help promote AC Transit bus service direct to Golden Gate Fields for the duration of the current racing season. Specially-scheduled "Pony Express" buses from downtown Berkeley and from the Transbay Transit Terminal in San Francisco take horse players to the track prior to post time, with return trips beginning after the fifth and all subsequent races.

Divisions meet safety goals

Drivers in all four divisions achieved the District's safe-driving goal in December. That goal is 13,250 miles of driving per chargeable accident.

Newark Division led in the month's standings as drivers achieved an average of 36,876 miles per accident.

Seminary Division's record was 15,889 miles per accident; Emeryville's 13,467 miles; Richmond's, 13,321 miles.

Four New Appointments Announced

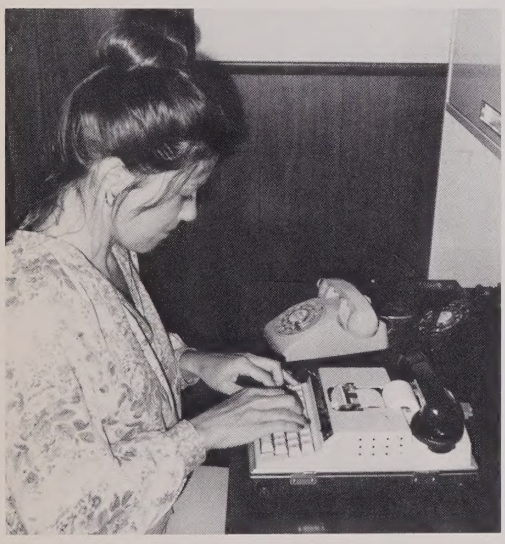
Four long-time transit employees have assumed positions with increased responsibilities.

Billy S. Lyle, who began his transportation career as a driver in 1953, has joined the management staff as personnel manager after serving on an interim basis as acting personnel manager. In earlier positions, he served as assistant personnel manager and as superintendent of Seminary Division.

In another management promotion, *Richard H. Bertz,* whose service dates from 1942, has been confirmed as maintenance manager following an interim appointment as acting maintenance manager. His earlier position as assistant general superintendent of Maintenance at Emeryville Division followed years of experience in all phases of the maintenance activity.

Frank A. Johnson, formerly a maintenance foreman, has moved up to the position of superintendent of maintenance at Emeryville Division. Except for a period of service in the Navy during World War II, Johnson has worked in transit maintenance since 1942.

Taking over the maintenance superintendent position at Richmond Division is *Albert Villata,* a former maintenance foreman at the division. Villata's transit experience dates from 1943 and includes earlier positions as service man, mechanic, and leadman.



TELETYPEWRITER — Kathi Johnson of the PBX/Information Center puts into use the newly-installed Porta-printer communications device. Using regular telephone service, the Porta-printer provides typewriter-like communication with any similar device, giving hearing-impaired persons access to up-to-date transit information 24 hours a day. The Information Center will accept and handle teletypewriter inquiries from throughout the District's service area. The new toll-free Transit Information TTY telephone number — 654-1317 — will be appearing in telephone books throughout the East Bay as part of the District's continuing effort to meet the particular needs of elderly and handicapped persons.

Recent Retiree Dies

Manuel J. Kluski, 63, who had completed 37 years of service at the time of his retirement last October, died January 4. Funeral services took place in Hayward.

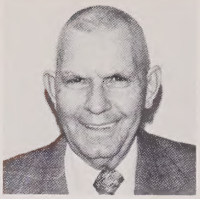
Previously a resident of Oakland, Kluski had planned to make his retirement home in Clearlake Highlands.

Kluski had been a utility service employee at Seminary Division. He is survived by his wife, Virginia, and one child.

Board Actions

(Continued from back page)

- Authorized participation by two District representatives in APTA Legal Affairs Committee meeting on January 15-16 in San Antonio, on motion of Director Rinehart.
- Adopted a motion to not provide a substitute service for CALTRANS' current weekday commute-hour transbay service for bicyclists, on motion of Director Bettencourt.
- Established compensation for Legislative Representative at a maximum of $1,000 per month depending on duties performed, on motion of Director Bettencourt.



Carl Matous

Frank Otsuka

Richard White

George Walden

Leisure ahead

Four complete long transit careers

Carl Matous, retiring as chief dispatcher at Richmond Division, is a true transportation veteran: he worked summers as a fireman for the Burlington Railroad while still in high school, then spent 12 years as a bus driver in Nebraska before beginning his 36 years with Key System and AC Transit.

Though he spent brief periods here as driver and receiver, most of Matous' experience has been as Richmond's chief dispatcher, his job since the early '50s.

In his retirement, he plans to spend more time on a much different form of transportation: the bicycle. He and wife Dena are bicycling buffs who have logged about 6,000 miles on their two-wheelers.

The couple, who will celebrate their 50th wedding anniversary in June, have one son, Ray, two grandchildren, and two great-grandchildren. The Matous' home for 36 years has been in Albany.

More time

Post-retirement leisure means more time for working around the house and for his favorite hobby, photography, according to *Frank Otsuka,* who retired as a mechanic at Richmond Division after 28 years of transit service.

Otsuka joined Key System in 1950 as a maintenance employee at Emeryville Division, moving up to a position as mechanic a couple of year later. About 27 of his service years were spent at Richmond Division.

With no more excuse for putting off such chores as cleaning the garage of the San Pablo home in which he's lived for 28 years, Otsuka says he expects to keep quite busy. Sharing his retirement years are wife Toshiko and son Jim, 13.

Richard White, an operator at Emeryville Division for 23 years, is exchanging the harsh sounds of freeway traffic (his last three years were on Transbay runs) for the considerably mellower cries and chirps of birds. In his retirement, he expects to spend more time taking care of the approximately 1,000 exotic birds he raises in Martinez.

White's time-consuming hobby (feeding and cleaning take about four hours a day) is more for pleasure than for profit right now, he says, though he does sell some birds. Among the varieties now in his collection are cockatiels and rosellas from Australia, ringnecks from India, and painted quail from Africa.

White's family includes wife Kathleen; son Charles, 16; four grown children; and seven grandchildren.

Transit family

On New Year's Eve, 1945, *George Walden* — retiring as a driver at Seminary Division — picked up his scheduled run. He had completed 25 hours on the job by the time he turned the bus into the division yard. Questioned by the superintendent as to why he was an hour late for work, Walden had to explain that he already had gone around the clock twice.

"It was tough," he says. He had a good background to handle it, however, because he comes from a transit family. In fact, counting his father's, brother's, and nephews' service along with his own 38 years, Walden estimates that the clan has recorded more than a century in public transportation.

In retirement, Walden lives in San Leandro with wife Virginia.

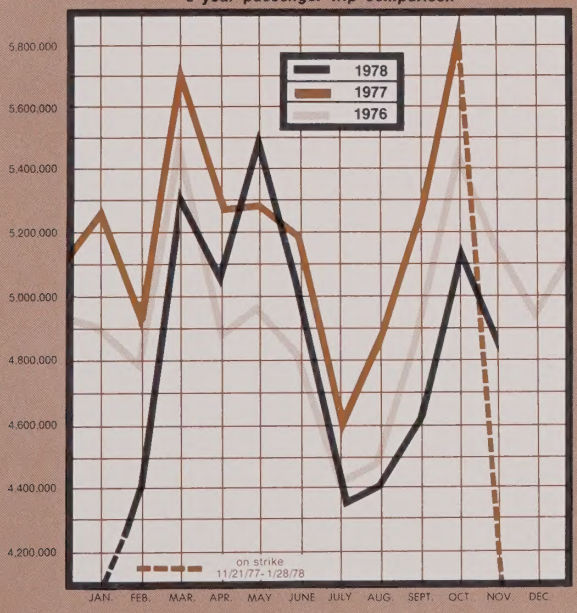
November Report

Passenger Trips	Nov. 1978	Nov. 1977*	% Change
East Bay	3,482,490	2,582,997	34.8
Transbay	1,019,287	795,638	28.1
Fremont/Newark	105,757	78,498	34.7
Contract Services:**			
BART	125,545	67,723	85.4
Concord	58,282	35,673	63.4
Pleasant Hill	12,989	7,238	79.5
Moraga/Orinda	13,779	8,743	57.6
Pittsburg/Antioch/ Brentwood	13,845	6,466	114.1
Total	4,831,974	3,582,976	34.9
Fare Revenue			
East Bay	$ 921,340	$ 504,291	82.7
Transbay	666,706	404,312	64.9
Fremont/Newark	26,635	14,704	81.1
Contract Services:**			
BART	39,983	21,871	82.8
Concord	11,838	6,199	91.0
Pleasant Hill	1,649	1,081	52.5
Moraga/Orinda	2,863	1,364	109.9
Pittsburg/Antioch/ Brentwood	3,497	1,616	116.4
Total	$1,674,511	$ 955,438	75.3
Service Miles			
East Bay	1,368,962	937,265	46.1
Transbay	744,017	516,249	44.1
Fremont/Newark	128,735	87,035	47.9
Contract Services:**			
BART	189,379	86,128	119.9
Concord	54,976	31,387	75.2
Pleasant Hill	9,902	6,608	49.8
Moraga/Orinda	17,263	11,114	55.3
Pittsburg/Antioch/ Brentwood	33,750	21,684	55.6
Total	2,546,984	1,697,470	50.0

*In operation only part of month due to work stoppage (Nov. 21, 1977-Jan. 28, 1978).

**Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

3 year passenger trip comparison



Actions of the Board

At a regular meeting December 13, the Board of Directors:

- Authorized participation in Bay Area Urban Transit Institute sessions during 1979, on motion of Director Bettencourt.
- Authorized participation in APTA/UMTA-sponsored Productivity and Performance meeting in San Francisco February 6-7, on motion of Director Nakadegawa.
- Adopted resolution declaring official results of election November 7, 1978, of Director at Large and Directors from Wards III, IV and V, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting December 27, the Board of Directors:

- Endorsed the CALTRANS - funded Downtown San Francisco Flextime Demonstration Project, on motion of Director Nakadegawa.
- Awarded contract to Curtis Pacific, Inc., for five stationary air compressors and three aftercoolers, and to Sullair Pacific, Inc., for a portable air compressor, subject to compliance with specifications, on motion of Director Rinehart.
- Referred to management for evaluation all bids for furnishing software for Payroll/Personnel computer applications, on motion of Director Nakadegawa.
- Authorized General Manager to advertise and seek bids for purchase of a milling machine and two electro-mechanical coin counter/sorters, on motion of Director Bettencourt.
- Authorized General Manager to send a representative to the APTA Operations Committee meeting January 23-24 in Cincinnati, on motion of Director Rinehart.

* * *

At a regular meeting January 10, the Board of Directors:

- Elected William E. Berk president and elected Roy Nakadegawa vice president, on motion of Director Bettencourt. (See story, Pg. 3)
- Authorized General Manager to advertise and seek bids for purchase of bus driver uniform trousers and slacks, on motion of Director Rinehart.
- Awarded contract to Information Associates for furnishing software for Payroll/Personnel computer applications, on motion of Director Nakadegawa.

(Continued on Page 5)

Transit-Times

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BOARD OF DIRECTORS

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Ward II
ROY NAKADEGAWA ..... Vice President
Director at Large
RAY RINEHART ..... Director at Large
JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

MANAGEMENT

Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Claims Manager
John A. Krajcar ..... Purchases and Stores Mgr.
Lawrence S. Kurz ..... Treasurer-Controller
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Personnel Manager
Stanley O. Pearce ..... Superintendent of Safety and Training
Warren E. Robinson ..... Transportation Engineer

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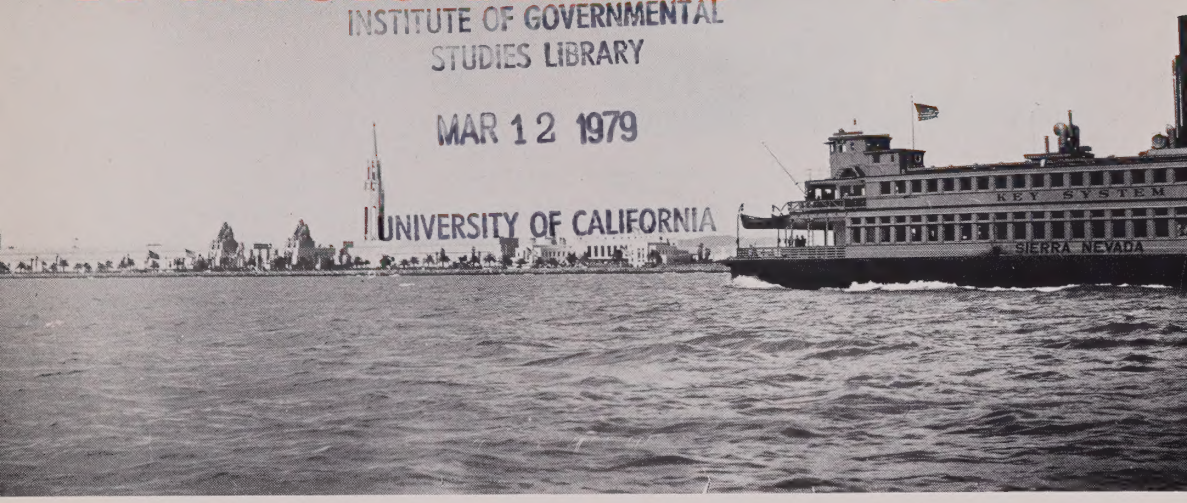
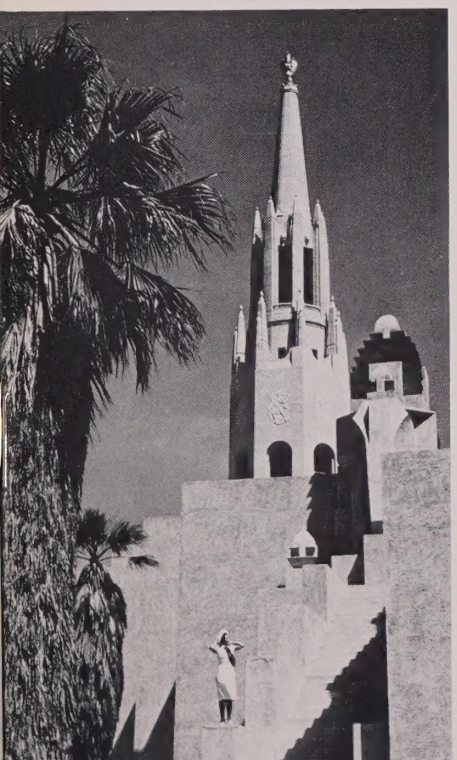




40th Anniversary: Ferries, trains, buses Served International Expo

Our 'Stockholders' Write

This is a fan letter. Having responsibility for what I hope is a reasonably competently run public agency — the San Francisco Bay Conservation and Development Commission — it is with the greatest admiration that I have watched the superb, and regrettably unheralded, way that AC Transit has performed since the fire closed the BART Tube. I could cite any number of examples, but three in particular come to mind:

1. *Accommodation of BART bus traffic in the Terminal.* Somehow on the shortest of notice, your employees managed to accommodate all the BART bus traffic in the Transbay Transit Terminal with a minimum of disruption to your regular patrons. You made it look easy, even that first night, but I know it wasn't. And still every night, your dispatchers are all over the place, watching the lines and making every effort to dispatch extra runs where needed. It must be an immense logistical effort.

2. *Use of the articulated buses.* Perhaps the most visible evidence of the AC effort has been the use of the articulated buses. They represent considerable forethought on AC Transit's part, about things like costs and productivity, as well as an openness to new ideas. These are qualities that the public does not usually associate with the administration of public agencies, but AC has once again proved itself to be a refreshing exception. Without those articulated buses I suspect the Tube closure would have been much more difficult to deal with.

3. *Concern for your regular patrons.* After about a week, it was apparent that despite the best efforts of your staff, numerous regular East Bay runs were departing under severely crowded conditions. And at that point, I began to wonder why the BART shuttle never seemed to have any standees. I must confess I felt a certain resentment because the shuttle seemed to have a monopoly on the articulated buses. Hardly had the thought crossed my mind, when the articulated buses started appearing on the regular transbay lines. It may only be my imagination, but I doubt it. If it is, indulge my illusions and take credit for seeing the problem and making the change anyway.

Michael B. Wilmar
Oakland

* * *

I am upset with the bus system since the accident with BART. I am an every day commuter on the O-Alameda and have had nothing but problems getting the bus at night. It was unfair to move the location where we catch our bus in the terminal. The BART (temporary shuttle) riders won't even let us through their line so we can catch our bus. I don't think it's fair you give convenience to the BART riders — they won't be riding AC once the BART transbay tube is fixed.

Catherine Darr
Alameda

(Ed Note: The change in location of some bus stops in the Transbay Transit Terminal was made to help regular AC Transit riders avoid the lines to the BART shuttle, which was instituted after interruption of transbay train service in mid-January. Some inconvenience to everyone involved has occurred since the sudden influx of thousands of extra commuters, but we have attempted to keep that inconvenience to a minimum.)

Quicker commutes

Bypass speeds up transbay service

A combination of fortunate factors — including a new bus bypass at the Bay Bridge Toll Plaza and close cooperation between public and private transit operators around the Bay — has greatly speeded the commute-hour bus trip from the East Bay to San Francisco.

AC Transit and CALTRANS, with the assistance of law enforcement agencies, opened a buses-only access to the bridge on Feb. 12.

Buses in the transbay shuttle operated by AC Transit since the interruption of BART transbay train service in mid-January were immediately rerouted to use the exclusive access. And immediately, according to General Manager Robert E. Nisbet, the time required for westbound commute-hour trips was trimmed by ten to twenty minutes.

The exclusive access (via the West Grand Avenue Connector and the far right lane through the Toll Plaza) is available from 6:30 a.m. to 8:30 a.m. weekdays — the time when freeways approaching the Bay Bridge are filled to capacity with slow-moving traffic.

Aids regular runs

AC Transit's regularly scheduled transbay bus lines also have been adjusted to operate via the bus-only westbound access on commute mornings, and riders on these lines also are enjoying substantially quicker trips to San Francisco. Buses in regular transbay service via the exclusive lane are taking 15 to 20 minutes. Nisbet reported to District Directors at their Feb. 14 meeting.

And buses making special morning commute trips from BART/MacArthur to the Transbay Transit Terminal arrive there in 13 to 18 minutes — about half the time a trip via the freeway and interchange would require, Nisbet said.

About 100 of these buses, provided for the temporary shuttle by AC Transit and other carriers, are serving some 11,000 peak-hour commuters on this speedy trip each weekday. Total patronage on the shuttle buses has been averaging over 35,000 riders a day.

More riders

Since the interruption of BART transbay service, ridership on AC Transit buses surged upwards by about 30 percent. Some 60,000 transbay passenger trips are being made each weekday.

Nisbet told Directors that CALTRANS initially announced that the new exclusive bus access — and the speedier morning commute trip — would be continued for the duration of the interruption on transbay train service.

The District intends to ask CALTRANS to continue the access after transbay train service is resumed, Nisbet said.

Directors adopt operating Estimate for fiscal year; Future financing uncertain

An operating estimate adopted by AC Transit directors for this fiscal year assures that bus service throughout the East Bay will be continued at current levels for the remainder of the fiscal period.

In presenting the estimate to directors at a Feb. 14 meeting, General Manager Robert E. Nisbet noted that it includes no projections for financing bus service after June 30, 1979.

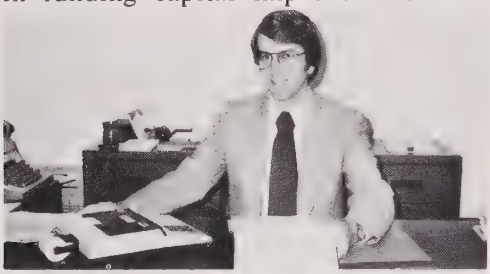
While sufficient operating assistance was made available from State and Federal sources to continue service this fiscal year, the District has not received any assurance that assistance at sufficient levels will be continued in the coming year, Nisbet said.

The adopted estimate for the current fiscal period projects expenses (not including depreciation) at $63.6 million; revenues of $25.2 million; property taxes of $7.6 million; and State and Federal operating assistance of $30.8 million.

Greg Ford appointed to Grant application post

Gregory L. Ford, who joined the District in 1974 as project coordinator, has been appointed administrative projects manager.

In this position, Ford assumes responsibility for preparing and submitting applications for federal, state, and local aid in funding capital improvements and



operating needs. The function also encompasses grant project management, acting as the District's liaison with major funding sources such as UMTA, MTC, and CALTRANS, and coordinating bidding and contract procedures for grant-funded purchases.

During five years in his previous position, Ford coordinated the processing of capital improvement grants totaling $35,420,000 and operating assistance grants totaling $18,952,890.

Before joining AC Transit, he was director of market research for World Airways. He is a graduate of Santa Clara University and of American Graduate School of International Management.

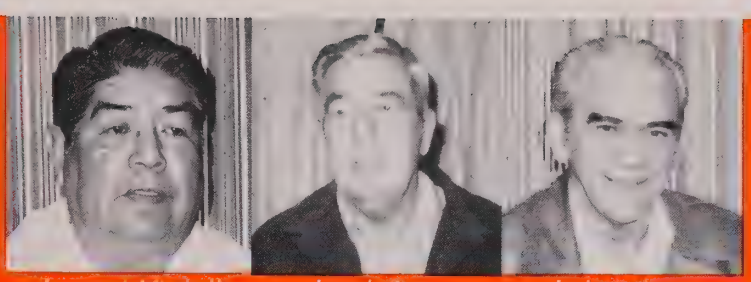
Maintenance retiree dies

Richard V. Collicott, 78, who retired as a mechanic at Emeryville Division in 1966, died January 20 in Oakland.

A native of England, Collicott joined Key System in 1938. He worked on trains until their phase-out in 1958 when his skills were put to use on buses. At the time of retirement, he had completed 28 years of service.

Collicott is survived by his widow, Annie Marian, and a son, Kenneth. The family home is in Albany, where, as a hobby, Collicott created ornamental ironwork.

THE COVER — Forty years ago this month, when the Golden Gate International Exposition opened at Treasure Island, fair-goers could choose from among a variety of transportation modes. Some went by car, of course; but thousands of East Bay residents — heeding Key System's advice to "leave car and care behind" — chose train-ferry service. For ten cents or a token, fair-goers could travel from home to pier, then board one of six Key System ferries (such as the Sierra Nevada, top photo) which served the Exposition. For only a dime more, they could choose to ride to the main fair sites on decorated trams called "elephant trains" (shown following the band in bottom photo). Key System motor coaches (center photo) also were part of the transportation network serving "The Pageant of the Pacific", one of whose landmarks — the soaring Tower of the Sun — greeted ferry travelers (top), then served as a graceful background (lower left) for innumerable photos taken during the Fair's two-year run. Ferry photo and Key System ad are from the Vernon Sappers historical collection.



Leonard Mitchell *Joseph Troutt* *Jack Anthony*

Three launch leisure life plans

Leonard Mitchell, retiring after 34 years as a painter (20 of those years at Seminary Division) plans an active retirement which includes the sharing of his knowledge of American Indian culture.

For five years the Mitchells have aided Oakland Museum in presenting programs, pow-wows, and exhibits on Native American life. In addition, Genevieve Mitchell has appeared at Bay Area schools (from elementary through college) to give talks on Indian culture. In retirement, Mitchell is aiding his wife in this activity while also sharing a newer pursuit, the manufacture of silver jewelry.

As a painter for AC Transit and predecessor companies, Mitchell especially recollects the extra work involved in maintaining streetcars: the all-wood cars had to be stripped down to bare wood before bucket and brush were put to use in the repainting.

Mitchell's family includes three grown children and two grandchildren.

Change of scene

Like a number of other transit retirees, *Joseph Troutt* — previously an operator at Seminary Division — has opted for a change of scene to accompany his new leisure lifestyle. He and wife Betty Lou have moved to Grants Pass, Oregon, after Troutt's completion of 33 years of service with AC Transit and predecessor companies.

Plans for retirement center around a number of Troutt's interests, including fishing, gardening, guitar playing, and trailer-traveling.

The Troutts have three daughters — Betty Jo, Bonnie, and Judy — and are the grandparents of four.

A job that he thought would be temporary, for about six months, turned into a 28-year career for *Jack Anthony,* retiring as a driver at Seminary Division.

Anthony had been in the dry-cleaning business but signed on for what he now describes as "the greatest job in the world" to get away from materials he was using as a licensed dry-cleaner which were affecting his health.

Anthony is relishing his newly-acquired leisure time, stating that — with various outings and activities — he expects to be "hard to reach at home" from now on. Home is San Lorenzo, where he and wife Rosie have lived for 23 years.

Their family includes son Donald (following in his father's footsteps as an operator at Seminary Division) and three grandchildren.

All-female officer slate Heads management group

AC Transit Management Association has the first all-female officer slate in its ten-year history.

Taking office in January were *Elta Ball* (Financial), president; *Toby Klieman* (Purchases & Stores), vice president; *Cara Miller* (Administration), secretary; and *Donna Pate* (Personnel), treasurer.

Founded in July, 1969, the Management Association meets quarterly to hear guest speakers from the transit industry and to discuss current AC Transit activities. Membership now numbers about 130.

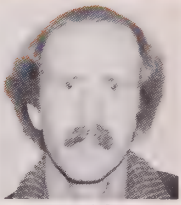
New Employees

AC Transit welcomes these new workers

William Allsbrook
Affirmative Action
General Office

Georgina Bledsoe
Maintenance
Seminary

Lawrence Denton
Maintenance
Seminary



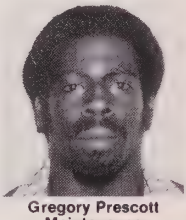
Richard Falco
Transportation
Emeryville

Bernard Fox
Maintenance
Seminary

Rick Lee
Transportation
Seminary

Rodney Lang
Data Processing
General Office

Cora Pagtakhan
Research and Planning
General Office



Gregory Prescott
Maintenance
Emeryville

Man Cheuk Woo
Maintenance
Emeryville

Maintenance program stresses eye protection

Workers in the Maintenance Department are back in the classroom this month, taking a refresher course in eye protection.

The heart of this up-dated safety course is a film — "Don't Push Your Luck" — which graphically depicts the need for protecting one's eyes and the sometimes disastrous results of failing to do so.

"Safety glasses are low-cost protection," says Stanley O. Pearce, superintendent of safety and training.

"But they're effective only when they are worn!" Pearce adds.

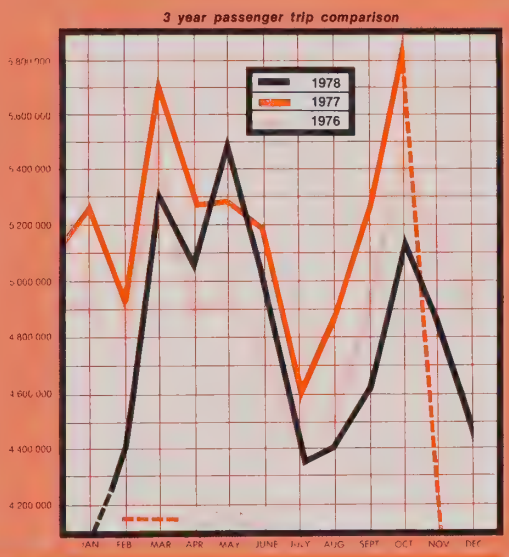
Pearce is reminding maintenance men that the District provides adequate protective devices in all areas where workers' eyes might be endangered — in the battery rooms, at the grinders and machines in the shops, in the body shop, and for the building maintenance men.

SAFETY SCHOOLING — Maintenance man Jesse Presley (left) looks at the instructors' manual — "Safety at Work" — that Stanley O. Pearce (right), superintendent of safety and training, is introducing, along with a comprehensive course on eye protection, to all Maintenance shifts at each of the four divisions.

December Report

Passenger Trips	DEC. 1978*
East Bay	3,226,119
Transbay	910,597
Fremont/Newark	101,637
Contract Services:**	
BART	122,023
Concord	50,957
Pleasant Hill	12,225
Moraga/Orinda	15,674
Pittsburg/Antioch/ Brentwood	11,579
Total	4,450,811
Fare Revenue	
East Bay	$ 850,465
Transbay	608,743
Fremont/Newark	25,397
Contract Services:**	
BART	38,539
Concord	10,085
Pleasant Hill	1,517
Moraga/Orinda	3,364
Pittsburg/Antioch/ Brentwood	2,923
Total	$1,541,033
Service Miles	
East Bay	1,327,903
Transbay	692,545
Fremont/Newark	127,399
Contract Services:**	
BART	187,955
Concord	52,956
Pleasant Hill	9,409
Moraga/Orinda	22,861
Pittsburg/Antioch/ Brentwood	35,316
Total	2,456,344

* There is no comparative information for Dec., 1977, since that month fell within the 11/21/77-1/28/78 work stoppage.
** Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.



"Collective effort"

Richmond achieves best-ever safety record

Richmond Division drivers set a new record in safe-driving statistics during January, averaging a total of 33,894 miles per chargeable accident.

This average, reflecting just a handful of accidents in almost half-a-million miles on the road, betters the District's monthly safety goal of 13,250 miles per mishap by a wide margin. And it is far superior to the division's previous "best-ever" average of 23,907 miles, set in January, 1977.

In expressing pride at the division's accomplishment, George Grandison, superintendent of the division, says he attributes the month's record to an excellent collective effort.

"Personnel here are aware of and interested in their duties and responsibilities," Grandison says. "And they are constantly becoming more and more professional in the performance of their duties."

Seminary and Newark Division drivers also registered well in January "safety bogey" statistics. Seminary drivers averaged 18,281 miles per mishap; Newark Division operators topped the standings with a 58,532-mile average for the month.

Actions of the Board

At an adjourned regular meeting January 24, the Board of Directors:

- Authorized General Manager to participate with Regional Transit Association in joint procurement of automotive filters, on motion of Director Rinehart.
- Authorized General Manager to participate with Regional Transit Association in joint procurement of diesel fuel, on motion of Director Bettencourt.

* * *

At a regular meeting February 14, the Board of Directors:

- Authorized board members and four management representatives to attend APTA Western Conference in Albuquerque April 1-April 5, on motion of Director Bettencourt.
- Authorized one management representative to attend APTA Legislative Conference in Washington, D.C., March 5-7, on motion of Director Bettencourt.
- Authorized adoption of deferred compensation plan, with administrative costs borne by enrolled employees; adopted Final Operating Estimate for Fiscal 1978-79 (See story, Pg. 3); authorized extending for a year the services of Arthur Young and Company, on motion of Director Rinehart.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St. Oakland, California 94612
Telephone (415) 654-7878

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RAY RINEHART ..... Director at Large
JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

MANAGEMENT

Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Claims Manager
John A. Krajcar ..... Purchases and Stores Mgr.
Lawrence S. Kurz ..... Treasurer-Controller
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Personnel Manager
Stanley O. Pearce ..... Superintendent of Safety and Training
Warren E. Robinson ..... Transportation Engineer

District studies downtown Oakland shuttle

A proposal for shuttle bus service circling downtown Oakland at frequent intervals is now under study.

Presently, numerous bus lines serve the downtown area, linking it with the rest of the urban East Bay and with the Transbay Transit Terminal in San Francisco.

But no single bus line connects the area's four major centers of activity — the retail district along Broadway, the financial activities near Kaiser Center, the facilities around the Alameda County Courthouse at Lake Merritt, and Jack London Square.

This month, District Directors approved initiation of planning for special shuttle service connecting these areas with buses operating at ten-minute headways or less on a circular route.

The shuttle would operate in both directions on the proposed route — via Broadway, 20th Street, the two-way combination of Madison and Oak streets, and First Street.

District planners, working with the City of Oakland, should complete drafting of the proposed service by mid-year, after which a demonstration grant would be sought to fund the shuttle.

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Vol. 21, No. 9 March 1979

Transit-Times

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New system will update and improve Data processing capabilities

Our 'Stockholders' Write

Since moving to the San Ramon area, I have been using AC Transit from this area to Concord, my place of employment. I like to arrive either early on my job or at least when I am expected to report. Your drivers, although I find them to be most courteous, do not know the route. When they ask me to direct them, I do so willingly; but, instead of relaxing, reading, and enjoying the ride, I find myself working mentally — watching the road, telling them when to make a left turn, a right, when to exit and enter the freeway, etc.

Irene Hopeland
San Ramon

(Ed. Note: Our drivers are required to learn their routes as part of an intensive training program. Sometimes, however, drivers working the "Extra Board" may not have worked certain lines for a period of time. If they are uncertain, it is their responsibility to ask for assistance or instruction from a supervisor before driving the route. If, in the future, there is a particular driver who seems to need additional qualifying on the route, please inform us.)

* * *

Recently, I had occasion to be riding from the Fruitvale BART station to Alameda. Traveling along E. 14th Street in the rain, it was my pleasure to observe the driver *(Charles E. Smith)* exhibit an act of assistance and courtesy to an elderly couple.

It seems we see too few such gestures of kindness. Your driver is helping to see that we see more. A commendation to him is really inadequate to express my gratitude.

Lindberg B. Miller
Moraga

I wish to take this time to express our appreciation for one of your drivers, Mr. *James Daniels*. Without his honesty, our son's class ring never would have been returned.

Our son is in the Air Force and flying out to New Jersey, he left his ring in the men's room. Mr. Daniels turned it in to Lost and Found.

I'm sure you have several good men, but we want to say "Thank You, Mr. Daniels".

Mr. & Mrs. L.E. Peregoy
Newark

* * *

Tonight the bus driver (*Thomas J. Lauer, Jr.*) I rode with did what he could to help a stranger in distress.

No, it was not I who was in distress, nor was it a passenger on the bus. But the driver's thoughtfulness and kindness in attempting to help his fellow man is something seldom seen these days.

I guess his humanitarian act touched me more deeply since I, too, have been in distress many times in public over the past 40 years as a result of a physical condition from which I suffer. I've had people and cars pass by while I've been lying prone on the sidewalk. At least your driver stopped to see if he could help.

William A. Pepetone
Oakland

* * *

Here is a compliment to your people who are handling the crowds at MacArthur Station of BART.

They are doing, in my opinion, a terrific job, and have been since this problem started. THANK YOU.

S.S. McNeill
Lafayette

Board names Fajans Ward 1 Director

Urban planner Michael H. Fajans has been appointed to the Board of Directors to represent the District's Ward 1 — portions of Berkeley and Oakland.

Fajans was selected by current board members after a month-long search which resulted in ten applicants for the vacant seat. The six board members unanimously elected Fajans during a regular meeting March 5.

NEW DIRECTOR—Judge Spurgeon Avakian, Alameda County Superior Court, administers oath of office to Michael H. Fajans, appointee to the Ward 1 directorship. Board members present for the ceremony were (left to right) William E. Berk, Ray Rinehart, Jean A. Holmes, John McDonnell, William J. Bettencourt, and Roy Nakadegawa.

A resident of Berkeley, Fajans earned his master's degree from the University of California in 1970.

He had pursued a planning career both in this country and in Europe prior to joining John Blayney Associates, urban and regional planners located in San Francisco, early last year.

Fajans will fulfill the term of office vacated by Director Roy Nakadegawa of Berkeley, who sought and won the single at-large directorship on the ballot in the November, 1978, election.

The current term for the Ward 1 seat expires in 1981. This ward includes portions of Berkeley east of Grove street, and North Oakland, West Oakland and the downtown area of Oakland east to Fruitvale Ave.

Public meetings set to discuss 5-year-plan

An analysis of financial and operational possibilities during fiscal 1979-80 and the four following years was presented to District Directors at a March 21 meeting. This five-year forecast, in the form of a 158-page report prepared by Research and Planning Department, will be the subject of discussion at three public meetings in April.

The first such meeting is scheduled for April 17 at Hayward Centennial Hall; the second is April 18 at Richmond City Hall; and the final forum is April 25 at the BART Board Room. All meetings will begin at 7:30 p.m. Interested parties are invited to study the report.

THE COVER — James H. Lowe (left), information systems director, tests new system console for Hewlett-Packard 3000-series III computer as Richard A. Fratus, assistant treasurer-controller, checks the printout. The new computer system, installed this month in a dust-free, air-conditioned environment on the second floor of the Latham Square Building, will update and improve the System's data processing capabilities in a changeover expected to be completed in 1981. Its acquisition, made possible by funding which included an 80% federal grant, marks the start of phase-out of the present IBM 360/30 system. Payroll and financial systems will be the first to be implemented, with July set as a target date. Later, certain Transportation Department and Schedule procedures (such as monitoring diesel fuel usage by individual coaches and route analysis/planning) will be handled by the system, which represents, according to Fratus, a "large step forward for AC Transit in data processing."

AC Transit coach is winner in transbay Race against other modes of commuting

It was a real race — though of an unofficial nature — but with a difference. The difference was that different modes of transportation were vying to see which could make the east-to-west morning commute in the fastest time.

And while it may have lacked official prizes, AC Transit definitely won honors.

The mid-March event — to determine which mode of transport could carry a commuter across the bay to the Hyatt Regency, San Francisco, in the shortest time — was sponsored by the Save Our Ferry Committee of Berkeley, where all contestants began their trek.

First to reach the finish line was AC Transit's entry, which carried John Maack — and other patrons of the regular transbay service run — to San Francisco in 24 minutes. Second place went to a Porsche 924, piloted by Mike Yovino-Young, who made the trip in 37 minutes but stirred up a controversy, since he did not park the car — a maneuver that would have added to his score. (Yovino-Young felt compelled to counter criticism regarding his time by saying that, to his credit, he did adhere to the legal speed limit during the transbay trip, though he claimed many other car commuters were passing him!)

The two other contestants in the transit race clocked in at 44 minutes each. They were Tom Turner, who traveled by bicycle and ferry, and Vi McFall, who used automobile and ferry.

Basically, the competition was to encourage continued operation of Berkeley-San Francisco ferry service even after BART's transbay train service — interrupted since mid-January — resumes.

Safety record honored

SAFE DRIVING AWARD—Operator Stephen C. Stathis receives his 25-year safe driving pin from AC Transit General Manager Robert E. Nisbet at ceremonies held this month at Seminary Division. Stathis is the 27th driver to receive the award. In explaining his accomplishment, Stathis says, "You have to practice defensive driving and concentrate. I think it also helps that I take a little extra pride in working for AC Transit." Stathis and wife Norma make their home in San Lorenzo. They have seven children.

Half-million riders served

Dial-A-Ride patronage in Fremont and Newark passed the half-million mark March 7. Figures show that 500,027 persons have used the special door-to-door service since it began Oct. 27, 1976.

An average of 1,100 passenger trips per weekday are made on Dial-A-Ride buses. This amounts to approximately 20 percent of total ridership in the Fremont-Newark area.

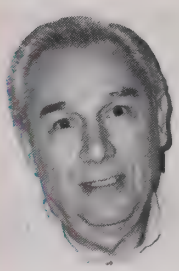
Living-cost pay resumes

Paychecks became fatter late this month, reflecting resumption of the cost-of-living increases which had been curtailed by a moratorium imposed in July, 1978.

Reinstatement of cost-of-living followed the California Supreme Court's declaration that the state-mandated moratorium was unconstitutional. It was imposed after passage last June of Proposition 13.

As soon as the court's ruling became effective in mid-March, Payroll adjusted checks to cover cost-of-living resumption and post-payment for the entire period since the moratorium was imposed.

Retirees' service totals 70 years



John Ramos

Alfred Young

Bill Arbogast

For *John Ramos,* February represented a month of milestones — he retired after 32 years in the Maintenance Department at Emeryville, and he and wife Evelyn celebrated their 40th wedding anniversary.

Ramos was employed as a Key System airbrakeman-trainee in 1946 under a GI Bill program. He was assigned to maintenance on the trains at 40th and San Pablo, which he described as "dirty work." This phase of his career ended with the switch to motor coaches, with Ramos subsequently performing a variety of machine shop duties prior to being promoted to foreman of Emeryville's machine shop 10 years ago.

The Ramos' have two grown children and three grandchildren. Even though he enjoys fishing and working in his wood shop, Ramos says that his immediate retirement plan is to "loaf, because after so many years, I'm entitled to it!"

Evelyn will be joining him in the leisure life soon, as she plans retirement at the end of the year.

Clear Lake bound

For *Alfred Young,* known as "Okie" to his co-workers, the nickname can be said to represent more than just his state of origin. It could also represent Oakland, where he came to work in 1963 as an AC Transit operator after 13 years as a civil service bus driver at Fort Sill, Oklahoma. It's also appropriate for his retirement home. Clear Lake Oaks.

Young, who drove with Seminary Division for all but about two of his 15 years here, completed his career at Newark Division. There, he says, Dial-A-Ride stands out as his favorite driving duty.

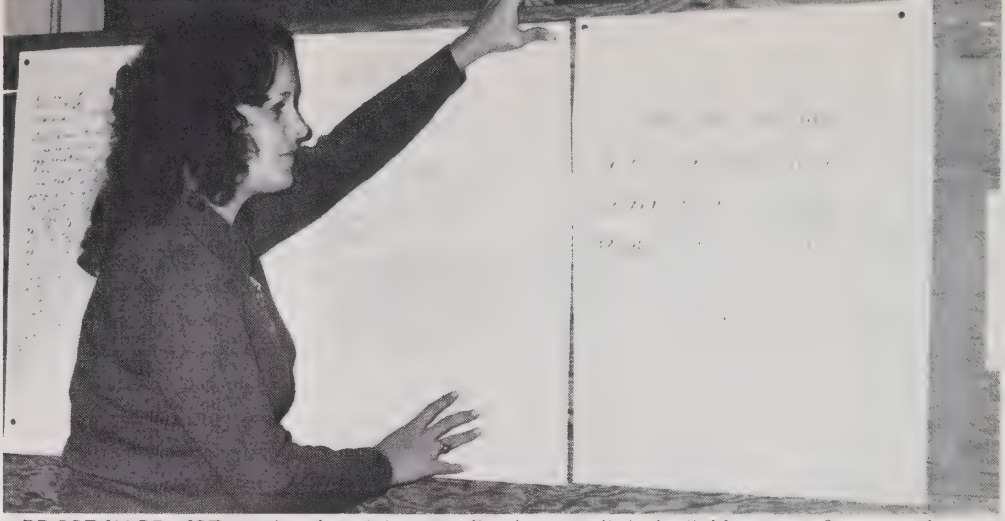
But at Clear Lake, where he and wife Pearl own a lot and mobile home, he'll also be settling in to a second career — as a carpenter's helper for a construction firm. He expects also to have enough leisure time to enjoy some of the Clear Lake area's recreational attractions.

The Youngs, whose home has been in San Jose for the past eight years, have one daughter, Monti Jo, and a three-year-old grandson, Shane.

Those who have known *Bill Arbogast* only as a long-time Richmond Division driver might be surprised to know that in his church and community work he's known as "Father Bill." It's in this capacity — as a part-time clergyman, hospital chaplain, and crisis intervention/alcoholism counselor — that he expects to operate full-time during his retirement after 23 years of service.

When Arbogast joined Key System after moving from Massachusetts, he viewed driving as just a temporary position: his real goal was to get into the insurance business. However, the fact that his previous background had always included some form of church work was a strong element helping to determine which path he took. He stayed with driving, and juggled his church/education/service activities until such time as he felt he could promote them to full-time status. His current goal: to become pastor of "a good-sized congregation."

A divorced father of two and grandfather of four, Arbogast has fondest memories of his "good rapport with kids" during his years of service in Richmond, which also has been his home since he became a driver.



PROSE IN PRAISE — Aimed at giving "credit where credit is due", blow-ups of commendatory letters from patrons are being posted at all divisions. Here, Joe-Ann Ciccolo, Emeryville, arranges a display of such letters, some of which praise employees for their performance during BART transbay tube closure.

Newark drivers top standings

Newark Division operators once again topped the month's standings in safe-driving statistics, February figures show. They averaged 38,247 miles per chargeable accident. Second in the standings was Richmond Division, whose drivers averaged 17,566 miles per mishap. Emeryville Division's record was 15,401 mile per accident.

In all, AC Transit operators drove 2,432,196 miles during the past month for a cumulative average of 14,830 miles per chargeable accident. Safe-driving "bogey" is 13,250 miles per accident.

Freeway work affects routes

Grove-Shafter Freeway construction in downtown Oakland will trigger continuing adjustments in four bus lines — Lines A, 12, 14, and 88 — beginning late this month.

Until completion of the freeway, trips on these lines through the construction corridor (Castro St. from 5th St. to 18th St.) will take longer than usual and routes will be adjusted as cross streets are interrupted by construction.

Two Emeryville Division drivers and one retiree die

Two Emeryville Division drivers — both victims of heart attacks — and a retiree died within recent weeks.

Roy A. Pritchard, 64, an operator since 1968, died in an Oakland hospital February 4. Inurnment was at Mountain View Mausoleum.

Pritchard is survived by his widow, Evelyn, and sons, George and Raymond.

Charles Johnson, 41, had been an operator since 1974. His death occurred at a hospital in San Leandro.

He is survived by his widow, Rita, and five children: Carline, Darryl, Linda, John, and Cynthia.

Clifford D. Robbins, 77, who retired as a driver in 1967 after more than 25 years of service on trains and buses, died February 16 while hospitalized in San Leandro. Burial was at Chapel of the Chimes, Hayward.

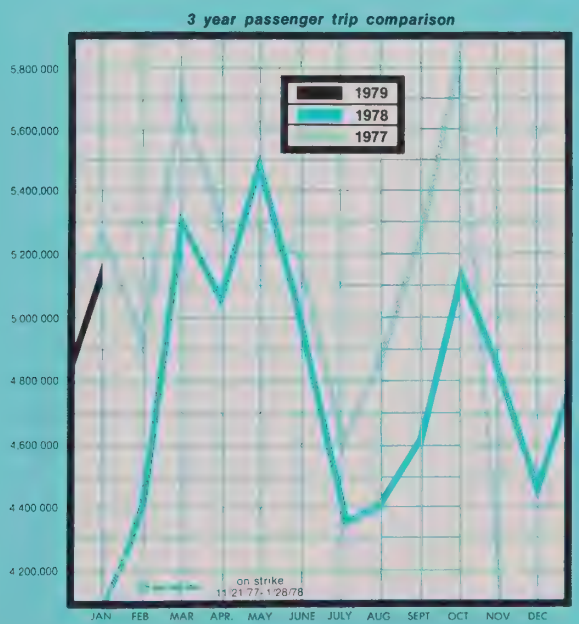
Robbins' transit career began in 1941 when he became a train conductor. Making the switch to buses in 1958, he served until his retirement on the Grove Street and 14th Avenue lines.

He is survived by his widow, Ruth, also a former train conductor; and four children: Clifford, Jr.; Robert; Dorothy Gore; and Betty Weiser.

January Report

	Jan., 1979
Passenger Trips	
East Bay	3,581,613
Transbay	1,241,190
Fremont/Newark	114,062
Contract Services:*	
BART	138,042
Concord	61,063
Pleasant Hill	13,065
Moraga/Orinda	19,794
Pittsburg/Antioch/ Brentwood	13,373
Total	5,182,202
Fare Revenue	
East Bay	$935,638
Transbay	827,268
Fremont/Newark	28,857
Contract Services:*	
BART	43,468
Concord	12,398
Pleasant Hill	1,567
Moraga/Orinda	4,344
Pittsburg/Antioch/ Brentwood	3,376
Total	$1,856,916
Service Miles	
East Bay	1,421,863
Transbay	808,607
Fremont/Newark	135,620
Contract Services:*	
BART	197,976
Concord	57,898
Pleasant Hill	10,333
Moraga/Orinda	25,867
Pittsburg/Antioch/ Brentwood	34,364
Total	2,692,528

***Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.**



Actions of the Board

At an adjourned regular meeting February 28, the Board of Directors:

- Referred proposal for purchase of milling machine to management for a recommendation, since there were no bidders on the item, on motion of Director Berk.
- Referred bids for furnishing two coin counter/sorter machines to management for evaluation and recommendation, on motion of Director Nakadegawa.
- Awarded contract for furnishing uniform trousers and slacks to the Hub Schneiders, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for purchase of 17 intermediate-size diesel automobiles and 6 trucks, with option for 9 more automobiles, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for purchase of 142 advance design buses and spare unit packages, with an option for 24 more buses, subject to UMTA approval, on motion of Director Rinehart.
- Authorized continuance on a semi-regular basis of Line L service extension to the Willamette Shipyard; rerouting of Line 24, Mission San Jose, to serve Fremont Municipal Court and Kaiser Center; and operation of Pedal Hopper service on weekends during shut-down of BART transbay operations, on motion of Director Rinehart.
- Authorized General Manager or his designee to represent the District on the ParaTransit Coordinating Councils of Alameda and Contra Costa counties, on motion of Director Rinehart.
- Adopted revised Minority Business Enterprise Affirmative Action Program, on motion of Director Holmes.

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Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

Nominated Anthony Lucchesi for MTC Award for outstanding contribution to public transit in the area of maintenance, on motion of Director Nakadegawa.

* * *

At an adjourned regular meeting March 5, the Board of Directors:

- Appointed Michael H. Fajans to the board to fill the Ward 1 vacancy, on motion of Director Nakadegawa (See story, Pg. 3).

To receive Transit-Times

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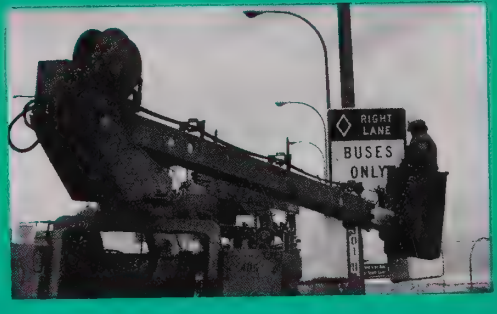
Transit-Times

New diamond lane Speeds transbay Commute trips



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Our 'Stockholders' Write

I am a regular rider of AC Transit on the B Line to San Francisco. I would like to pass along to you a few of my thoughts.

The use of the West Grand Avenue overpass as an alternative to entering the freeway is an excellent idea. It should certainly continue after BART resumes its service via the transbay tube. I would encourage your aggressive action to maintain this service.

Also, I believe the double-long buses should be utilized in both directions on the B Line during rush hour. Even before the BART fire, I almost always had to stand all the way from Grand and Harrison to San Francisco.

Richard E. Maxham
Oakland

(Ed. Note: Line B-San Francisco was experiencing passenger growth even before the BART emergency resulted in some serious load problems. Our evaluation of this service and efforts to adjust the schedule and equalize passenger loading will, of course, include use of the large articulated coaches to the extent possible. Also, we will expect continuance of the special bypass lane and other priority techniques to expedite our service to the public.)

* * *

It is, indeed, a pleasure to commend AC Transit for having such a valuable employee as Operator *Floyd Whitehead.*

I depend upon AC Transit and BART for all my transportation needs. Due to some of the misfortunes of BART, however, I am sometimes very close to being late for work. Your driver, Mr. Whitehead, always made sure I was at my destination on time.

La Verne Stanley
Fremont

As a Bay Area resident who makes frequent use of your service, it seems to me that, where at one time drivers would frequently be moved to enforce the no-smoking policy, that of late this is not the case. The times when a rider would violate said policy, to the utter disregard of the driver, have far outnumbered those in which a word was spoken on behalf of the rule's enforcement.

Unless the drivers can be persuaded to concern themselves not only with the responsibilities of safe driving but to also pay some regard to health policies on the interior of the buses as well, I personally will feel moved to make contacts in writing to persons and authorities other than yourselves.

My discontent with your service extends no further than this matter; I feel moved to commend you for its otherwise superiority. In my experience, the depth and efficiency displayed by your transit line is unrivalled.

Jay Bickley
Berkeley

(Ed. Note: Please be assured that we share your distress over passengers who smoke. It is a constant and difficult problem. Although limited in what we can do — the District has no police powers and the communities we serve have no universal law regarding smoking in public — we are taking several steps to re-alert patrons to the "no smoking" policy. This includes new signs and car cards posted in coaches, plus a bulletin to operators regarding procedures for dealing with passengers who ignore the policy. Drivers are instructed to take no action beyond a verbal reminder, however, to avoid provoking an incident that could be dangerous both to the driver and to the other passengers.)

State sets diesel allocation rules

Help in getting sufficient diesel fuel for AC Transit should result from State guidelines imposed this month, Board of Director members were told at the March 28 meeting.

The District has had difficulty in getting commitments from suppliers to deliver the approximately 125,000 gallons of fuel a week needed for full operation, said John A. Krajcar, purchases and stores manager.

Krajcar told the board that an order by the State Energy Commission requiring fuel suppliers to set aside four percent of what they plan to sell will make it easier to get needed diesel.

Under the State plan, a priorities list is established for the set-aside fuel. Emergency services, such as fire, police, hospitals and schools will have first priority. Agriculture will receive secondary preference, with transit third. The plan went into effect April 2 and will continue through June 30.

It requires "each prime supplier" to reserve four percent of the monthly supply "sold in California's distribution system for consumption within the State." Amounts of fuel set aside under the plan cannot be accumulated or deferred from one month to another, Krajcar said.

"Although this will not resolve all the problems concerning fuel shortages, it should help," Krajcar said. He noted also that fuel commitments have been on a "week-to-week basis," creating uncertainty as to supply and delivery.

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MAY 17 1979

"Bus bridge" ends as BART tube reopens

A strain on AC Transit manpower and equipment eased April 5 with the reopening of the BART transbay tube, closed since January 17 following a fire in the underwater link between the East Bay and San Francisco.

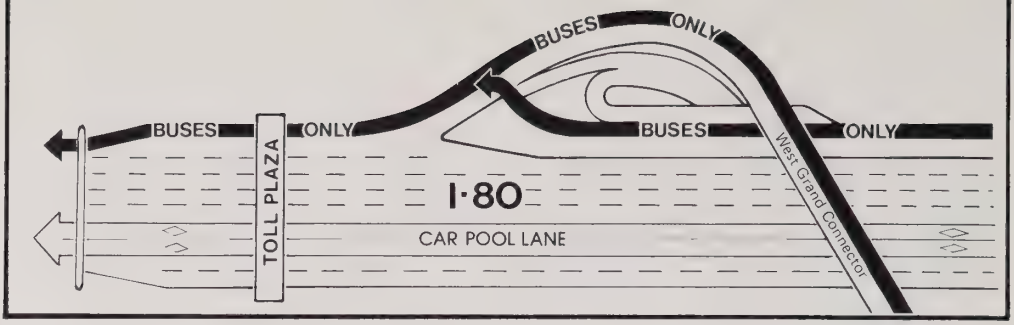
During the closing of the tube AC Transit provided a "bus bridge" to San Francisco, committing up to 30 additional AC Transit coaches and arranging for another 100 buses from private operators each day.

The "bus bridge" carried some 35,000 more riders each day, nearly double the 38,000 passenger trips registered on a normal weekday prior to the fire. Costs of the operation were borne by BART.

"We are very proud of our employees who met this emergency situation," AC Transit General Manager Robert E. Nisbet said. "Our personnel proved their ability to work under extreme pressure and still perform admirably."

Transbay ridership continued to show a slight increase after reopening of the tube, amounting to approximately 19 percent of the total daily ridership of 210,000.

COMMUTE SCENE — Passengers poured into the Transbay Transit Terminal in San Francisco each morning via the "bus bridge" provided by AC Transit and other operators during the 11-week emergency closure of BART's transbay tube. In late afternoon, the passenger flow reversed directions. Result: some 35,000 extra bus passengers each weekday that the service operated to and from BART MacArthur, Oakland. Transit organization cooperation and early-morning use of special bus access to the Bay Bridge were factors which enabled the interim service to meet the needs of temporarily displaced train commuters.



Transportation agencies jointly engineer An improved bus approach to Bay Bridge

A new exclusive "buses-only" approach to the Bay Bridge Toll Plaza has greatly speeded up the weekday morning transbay commute trip.

The new preferential bus access, implemented by CALTRANS and AC Transit April 17, is in operation from 6 a.m. to 9 a.m. Monday through Friday.

This arrangement is a modification of the temporary "bus bypass" employed on an emergency basis and with considerable success during the recent interruption of transbay train service (not operating January 17 to April 5).

"In that situation, we cooperated with CALTRANS to achieve a substantial improvement in operation with a modest but imaginative effort," says General Manager Robert E. Nisbet.

"Being able to reroute most of our morning transbay bus lines away from the crowded freeway approaches cut running times — and trip times for thousands of commuters — by 10 to 20 minutes."

Under the new, permanent arrangement (as in the temporary bypass), buses on most transbay lines use the West Grand Ave. Connector to travel directly from city streets to the right lane of the toll plaza.

Those buses using Interstate 80 — the Eastshore Freeway from the direction of Richmond — are staying in the far right lane to merge with the new bus access and continue past the automobile traffic.

According to CALTRANS, the new exclusive lane will benefit the motorists too since it eliminates the interweaving of buses with cars — a condition which occurred in the approach to the former "buses-only" lane at the center of the toll plaza.

Commute-hour bus riders headed in the opposite direction — headed east from San Francisco during the afternoon peak period — have enjoyed similarly speedy access to the Bay Bridge avoiding the freeway approaches for the past two decades.

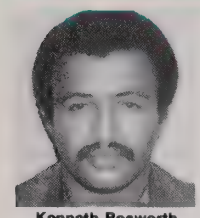
When AC Transit's predecessor — the Key System — switched from rail to all-bus transbay service in the late 1950s, the transportation department engineered an exclusive bus ramp connecting the Transbay Transit Terminal in San Francisco directly with the span.

Throughout the succeeding years, the state highway crews have continued to modify and improve that exclusive access.

THE COVER — Highway maintenance men of California's Department of Transportation made several simple yet important modifications to the approaches to the Bay Bridge Toll Plaza this month, resulting in an immediate and significant improvement in commute-hour transbay bus service. Newly-installed signs beside the roadway and freshly-painted diamonds on the asphalt alerted all drivers to the new "bus-only" access during weekday morning peak periods. Buses were rerouted to use the exclusive lanes beginning April 17, with all traffic approaching the bridge — buses, cars and trucks, — swiftly and smoothly adapting to the improvement.

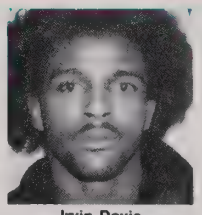
New Employees

AC Transit welcomes these new workers



Kenneth Bosworth
Transportation
Seminary

Patricia Campbell
Claims
General Office



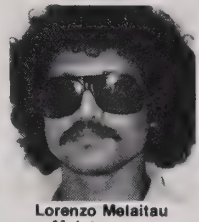
Irvin Davis
Maintenance
Richmond

Zina Deloatch
Maintenance
Emeryville

Jacob Hill
Maintenance
Seminary

Stanley Kelly
Maintenance
Emeryville

Mary Mamake
Maintenance
Emeryville



Lorenzo Melaitau
Maintenance
Seminary

Philip Nakahara
Maintenance
Seminary

Daryle Thompson
Transportation
Emeryville

ENGLISH VISITORS — Representatives of British public transit systems reviewed Central Dispatch facilities at Emeryville Division recently as radio dispatcher Sylvester Mosley, seated, demonstrated new Motorola communications equipment in the control room. From Mosley's left, clockwise, are: David Silverman, Councillor, Chairman Transportation Subcommittee, Manchester; David Keller, Motorola; Michael Hicks, Operations and Service Manager, Manchester; David Graham, Director General, Manchester; James Batty, Director Operations, Manchester; and Jean Leech, Councillor, Chairman Transportation Subcommittee, Merseyside.

Bonds represent painless Method for saving money by Regular payroll deductions

The safety and convenience of automatic deductions from paychecks for purchase of U.S. Savings Bonds will be stressed during a drive in May, according to Donn DesBoine, liaison for government affairs. Sometime during that month all employees will receive a payroll savings authorization card which—filled out, signed, and returned—authorizes savings deductions from each paycheck. Employees wishing to save in this manner will specify on the authorization card the amount to be withheld from each check and the face value of E or H bonds to be purchased in their names.

Questions on payroll deductions for purchase of bonds may be addressed to DesBoine, EXT. 206.

Joe Galindo retires As 36-year veteran In bus maintenance

In speaking of his 36-year career, *Joe Galindo* is clearly proud of his ability to relate to the people he supervised when, after years of moving up through the ranks, he became a maintenance superintendent. Having, he said, done all the difficult and grubby jobs himself at one time or another since he first joined Key System as a cleaner at age 17, he was able to offer a sincere and supportive, "I know what you're going through," when dealing with one of his crew.

Galindo, who served as maintenance superintendent at Newark, then Richmond Division, is focusing his immediate efforts on recovering from the heart attacks which necessitated his disability retirement. "I just want to get well," he says, describing the difficulty of gearing-down his activities to the level demanded by his doctors. Fortunately, since he is a skilled golfer (winner of 9 AC Transit trophies), that activity level does allow a little golf.

Working on his cars is another hobby awaiting greater attention when he's feeling better. A '55 Thunderbird fancier, he now owns one that he has restored and previously sold two others. He also owns a '71 Opel GT and a '73 Cadillac.

Galindo mentions with pride two events which highlighted his years of service. The first, occurring while he was maintenance superintendent at Newark, was when that facility achieved the all-time top monthly record of 84,856 miles per breakdown. The second is the letter of commendation, addressed to the General Manager, which was composed and signed by his whole crew when he moved from Newark to Richmond in 1976.

RETIREMENT RITUAL — Joe Galindo received his pin from Dick Bertz, maintenance manager, as Robert Shamoon, assistant general manager for operations, observed.

Galindo's family includes wife Susie, a former beautician, and their three children, all college graduates. Son Joe is a high school dean, Lisa is a computer technician, and Patty is a legal secretary. A new addition is an infant grandchild, Katherine Marie.

The Galindos have lived in their Oakland hills home-with-a-view since 1960.

Divisions meet safety mark

Three divisions achieved the "safety bogey" in March while operators drove a cumulative total of 2,750,028 during the month. The "bogey" is 13,250 miles per chargeable accident.

Newark Division's record was best, with operators driving 61,321 miles per mishap. Seminary Division registered 13,306 miles per accident; Emeryville Division, 13,296 miles.

Registering the most mileage during March was Seminary Division, whose operators drove 1,011,356 miles during the period.

Rail Museum sets open house

What's old in public transit?

Answering that question is the aim of the California Railway Museum, Rio Vista Junction, which is holding its annual open house May 5-6. Scheduled attractions during the week-end event include rides on restored electric trains, exhibits of historic rail-era artifacts, demonstrations of such old-time railroading skills as blacksmithing, a cavalcade of vintage rail vehicles, and a band concert.

Open house hours are 11 a.m. to 5 p.m., with admission of $1.50 for adults, $.75 for children. The museum, which has abundant public parking, a picnic area, and also boasts the largest railroad bookstore in the west, can be reached via Highway 80, the Fairfield Exit, and Highway 12.

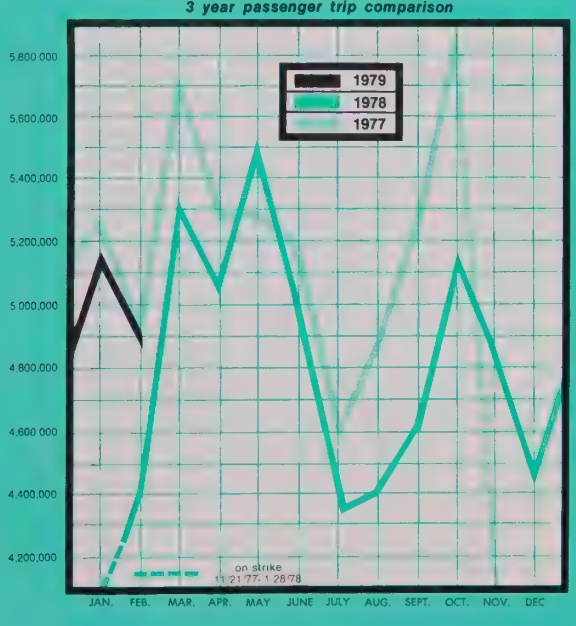
February Report

Passenger Trips	Feb. 1979	Feb. 1978	% Change
East Bay	3,302,342	3,133,308	5.4
Transbay	1,273,694	989,414	28.7
Fremont/Newark	98,512	91,485	7.7
Contract Services:*			
BART	126,024	111,242	13.3
Concord	50,113	41,578	20.5
Pleasant Hill	12,878	9,811	31.3
Moraga/Orinda	13,758	9,908	38.9
Pittsburg/Antioch/ Brentwood	11,854	13,054	-9.2
Total	4,889,175	4,399,800	11.1
Fare Revenue			
East Bay	$876,843	$581,885	50.7
Transbay	882,736	513,806	71.8
Fremont/Newark	24,867	17,171	44.8
Contract Services:*			
BART	39,469	—**	—**
Concord	10,044	7,244	38.7
Pleasant Hill	1,752	1,293	35.5
Moraga/Orinda	2,903	1,657	75.2
Pittsburg/Antioch/ Brentwood	2,991	266	1,024.4
Total	$1,841,605	$1,123,322	63.9
Service Miles			
East Bay	1,265,470	1,290,695	-2.0
Transbay	739,266	717,798	3.0
Fremont/Newark	120,024	116,765	2.8
Contract Services:*			
BART	175,479	128,485	36.6
Concord	50,814	42,149	20.6
Pleasant Hill	9,412	9,440	-.3
Moraga/Orinda	22,166	15,072	47.1
Pittsburg/Antioch/ Brentwood	30,710	30,428	.9
Total	2,413,341	2,350,832	2.7

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

**In Feb. 1978, fare collection on express buses was suspended by BART, which contracts with the District for this service.

3 year passenger trip comparison



Actions of the Board

At a regular meeting March 14, the Board of Directors:

- Awarded contract for furnishing 17 automobiles, with option for 9 additional, to Moran Oldsmobile; contract for 3 vans and 2 pickup trucks to Nelson Chevrolet; and contract for 1 flatbed truck to Lloyd A. Wise, Inc., subject to evaluation as to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to enter into agreement with Deloitte Haskins & Sells for consulting services on Phase 2 of the Long-Range Data Processing Plan, on motion of Director Rinehart.

* * *

At an adjourned regular meeting March 28, the Board of Directors:

- Awarded contract for furnishing coin counter/sorter machines with accessories to Brandt, Inc., on motion of Director Holmes.
- Rejected all responses to a proposal for furnishing a milling machine and authorized General Manager to negotiate on the open market for the item, on motion of Director Rinehart.
- Rejected low bid for furnishing 1 flatbed truck and awarded contract for the item to International Harvester Co., on motion of Director McDonnell.
- Adopted resolution authorizing filing of application with MTC for Transportation Development Act funds for fiscal year 1979-80, on motion of Director Bettencourt.
- Adopted resolution authorizing establishment of a deferred compensation plan, on motion of Director Bettencourt.
- Established dates for public meetings on Five-Year Transit Development Plan on April 17 in Hayward, April 18 in Richmond and April 25 in Oakland, on motion of Director Holmes.

Transit-Times

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ROY NAKADEGAWA ..... Vice President
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RAY RINEHART ..... Director at Large
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JEAN A. HOLMES ..... Ward V

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Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
J. Dale Goodman ..... Transportation Manager
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Lawrence S. Kurz ..... Treasurer-Controller
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Personnel Manager
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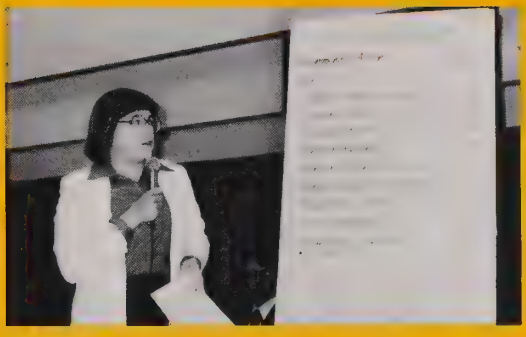
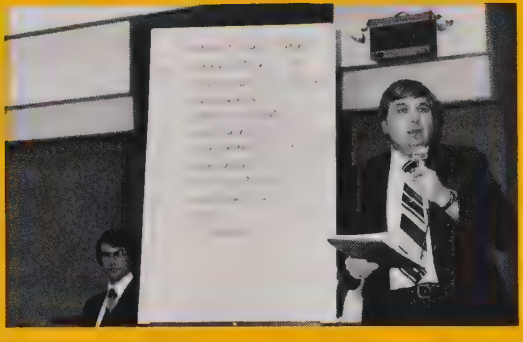
Vol. 21, No. 11 MAY 1979

Transit-Times





Public hears outline Of Five-Year Plan

What the Press is saying about transit

San Francisco Chronicle

Transit Buildup

There were, says the Bay Area Regional Transit Association, 2697 publicly-owned transit vehicles of all sorts in operation in the Bay Area last week. All were trying to cope with upwards of one million passengers each week day.

The struggle to keep up with passenger demand grew more difficult with each passing day because all of these buses, streetcars, BART cars and ferry boats were suddenly the transportation of choice of a new generation of transit riders: car drivers who, finding that odd/even had not improved their gasoline luck, left their cars at home.

Public transit use shot up more than nine percent, on average, throughout the Bay Area, but far more than that in some specific regions, notably in Santa Clara County, where the increase of patronage has gone over 70 percent in two months.

Transit districts in the Bay Area have responded to the present emergency by cutting inadequately patronized schedules, by emphasizing maintenance to insure the the maximum availability of equipment, and by adding new employees. Substantial numbers of new vehicles are on order: AC Transit shortly will open bids for 142 new advanced design coaches, with an option for 24 more; SamTrans will receive 100 new conventional buses and ten articulated ones next year, and the San Francisco Muni is inching toward operation of its new fleet of articulated streetcars.

This kind of demand for public transportation is unlikely to subside soon; the gasoline shortage, says Chairman Haynes of Standard Oil, will be with us for the foreseeable future. It is only prudent to consider the current fuel shortage as the opening curtain on a new era of expansion in public transit.

The Carter Administration recently announced a cut of $200 million in bus acquisition funds. The transit industry is complaining bitterly about this. Conventional buses ordered today cannot be delivered for nine months to a year, even when adequate means to finance the purchase are at hand.

Clearly, public transit and the financing and manufacture of the new equipment it requires must be given a higher national priority in an age in which the private automobile seems about to assume a diminished role.

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Five-year forecast

Public heard on future operations

AC Transit has tackled the problem of forecasting the future and presented a design for public transit operations in the coming half-decade.

Officially titled "AC Transit Five Year Plan Fiscal Years 1980-1984", a draft of the report was presented in three public meetings held by the Board of Directors during April.

Public response is being evaluated for incorporation in a final report to be presented to the Board in June.

The preliminary outline for coming years reflects a line-by-line evaluation of each of AC Transit's 200 service routes. It calls for various adjustments, including both new service and reduction of existing operations.

In presenting the proposal, Donald S. Larson, manager of planning and research, stressed that variables, such as available funding, changes in ridership and District capabilities in manpower and equipment, would play a role in determining final decisions.

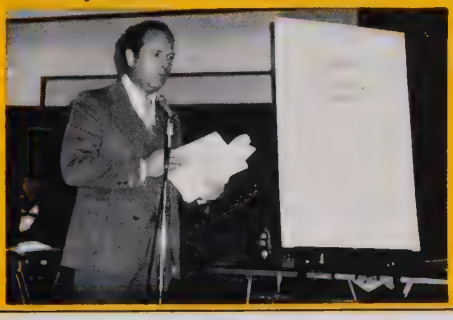
Among the recommended changes:

- Establishment of a downtown Oakland shuttle service.
- Creation of a midday weekday shuttle service from the Oakland City Center area to medical facilities on "Pill Hill" at 30th St. and Summit St.
- General increasing of service in central Contra Costa County.
- Extension of existing service in South Hayward to BART/Union City.
- Increased service on BART extension bus routes.
- Elimination of Line 84-Castro Valley.
- Reduction in service on Lines 12-Oakland Army Base-Grand Ave.; Line 38-Bancroft Express; Line 46-Arthur-Bancroft; Line 87-55th Ave.-Maxwell Park and Line T-Treasure Island. Fare adjustments on Line T-Treasure Island are projected.

Additionally, overall fare increases are forecast for the fiscal year 1981-82.

The plan notes that all service in Fremont and Newark (Special Transit Service District No. 2) is "undergoing substantial review with analysis of alternative designs."

THE COVER — In public meetings held last month, Research and Planning representatives — headed by Donald S. Larson, manager (inset, below) — outlined the System's plan for operating during the coming five years. Providing information during the forums were Anita Winkler (top), who discussed recommended operating improvements, and Ted Reynolds (center), who reviewed possible service adjustments. Members of the public who spoke at the meetings included Janet Rodelander (bottom) of Hayward.



No bus tours this year Because of restrictions

AC Transit's popular Summer Sunshine Fun Tours will not be offered this year because of restrictions on fuel availability and manpower.

General Manager Robert E. Nisbet said the cancellation of the tours was made for "a number of reasons, including the pressing need to make the most efficient use of drivers and fuel."

Nisbet said he was "hopeful" the tours would be resumed in the summer of 1980. They began operation in 1966.

Last year 20 different excursions were offered during 83 days of operation.

Plan calls for facilities improvements

A 211-page report to the AC Transit Board of Directors details deficiencies and problems at each of the four divisional operation yards and in the downtown Oakland general offices.

Support facilities for operation "have not kept pace with needs of the expanding system," the report maintains, while AC Transit services "have been expanded significantly since the District was established in 1960."

To assist in meeting the most critical of current needs, a five-year plan is suggested including:

- A new central maintenance facility to be developed apart from the current Emeryville location
- A new division yard to be established in or near the City of Concord.
- Acquisition of a site in Southern Alameda County to replace the Newark Division yard.
- Seminary Division pavement repairs, installation of a new paint booth, closed circuit television security system and provision of a temporary building for division transportation activities at ground level near Seminary Ave.
- Emeryville Division pavement repairs and a temporary portable building for purchasing and stores.
- Richmond Division installation of a paint booth and closed circuit television security system.

Long-range plan

A long-range plan calls for:

- Redevelopment of the Emeryville Division.
- Complete development of a full-size division to replace Newark.
- Complete development of a division to replace Seminary.
- New general offices.

The entire plan for the next twenty years calls for a seven-division system with 1,600 buses. Cost would be an estimated $91.7 million (1979 dollars). However, if matching funds can be obtained, AC Transit's share would average less than one-million dollars per year, the report says.

Brochure informs area riders

NEW USER GUIDE — Terri Eckhardt, secretary, and George S. Hagan, Clerk Administrator of Fremont-Newark-Union City Judicial District, examine the latest "How to . . ." brochure — a pamphlet outlining bus routes to Fremont's new courthouse and explaining how to use buses to get there.

Two retiree deaths reported

Two deaths have been reported from among the ranks of retirees.

George R. Stewart, 86, who was an assistant dispatcher at Richmond Division when he retired in 1951, died May 12 in Livermore.

His 27 years of service began in 1924 when he joined AC Transit's predecessor organization as a conductor. He became a motor coach operator in 1936, then switched to dispatch in 1942.

He is survived by his widow, Bess, and a daughter, Doris.

Arnold M. Meyer, 73, who retired in 1972 after 31 years of service to transit, died March 27 in Berkeley. Death was attributed to a heart attack.

At the time of his retirement, which ended a career that began in 1941, Meyer was a driver at Emeryville Division.

He is survived by his widow, Edith, and a son, Tom. The family home is in Berkeley.

Brad Harriman

Edward Johnson

Earl Thoma

Homes, projects keep retirees busy

Brad Harriman, now enjoying the good life at his retirement home in Vacaville, sums up his 23 years as a dispatcher at Richmond Division with the thought, "I always enjoyed the drivers; I appreciated their problems."

With retirement, Harriman actually was winding up the second of two periods of service in transit. The first was from 1946 to 1953 when he served as a streetcar operator, then a bus driver. After an interim stint as an aircraft production worker, he re-joined AC Transit's predecessor organization, taking up the duties of dispatcher that he held until retirement.

The Harrimans — Estie is a retired teacher — have a joint family from previous marriages that consists of 6 children and 13 grandchildren, so family gatherings are apt to be decidedly lively. The couple particularly enjoy the quiet of their "Leisure Town" home, plus the social/recreational opportunities it affords. They also are active in church work, and Brad is now delving into a new hobby, the craft of stained glass.

After 33 years in public transit, it is difficult to stay out of the business, says *Edward Johnson,* whose retirement as an operator at Seminary Division is now official. That is why Johnson is considering a job as school bus driver in Medford, Ore., where he and wife Grace, the parents of three, have settled.

"We moved up there the end of March," he says, "not far from Joe Troutt," another AC Transit retiree.

Johnson began his long service as a streetcar operator in 1945 after returning from World War II. He started on a "part-time basis," he says, reflecting that, "One of the things I wished they had left are those old Key System streetcars."

As he considers returning to part-time driving in Medford, Johnson intends to work in his vegetable garden and among the fruit trees around his house. He's also setting aside some time for travel.

Home work

Stating that his home in Newark provides "enough to keep me busy," *Earl Thoma* plans to remain, during retirement, just where he and wife Viola have lived for the past 18 years. However, the couple isn't ruling out a little travel, with the particular possibility of re-visiting Hawaii, where they vacationed two years ago.

Thoma, who had completed 37 years of service as a driver when he finished his last shift at Newark Division, began his transit career as a result of the closure of a cement plant where he'd been employed as an engineer. At that time, his uncle, *Ray Butler* (who retired as a driver last year) suggested that Thoma join him among the ranks of operators. At one time, Earl says, he also had a brother-in-law working here.

During his transit service, Thoma twice had the experience of helping open up new divisions — Seminary and Newark. Throughout those years, he says, "I've always enjoyed driving."

The Thomas have a daughter, Barbara, and two grandchildren: Patrick, 14, and Susan, 11.

New Employees

Steve Adams
Data Processing
General Office

Michael Futrell
Maintenance
Emeryville

Gloria Johnson
Transportation
Richmond

Willie Massey, Jr.
Transportation
Emeryville

Antonio F. Pinto
Maintenance
Emeryville

Bonita Smith
Transportation
Emeryville

Edith K. Swayne
Transportation
Seminary

Mary Wooden
Transportation
Seminary

Car Operating expenses Reach fuelish levels

When AC Transit patrons leave "car and care behind", how much money do they save? One indication is given in an American Automobile Association report outlining the cost of operating an intermediate-size car for a year. The tab: $2,690 per year, or 17.9 cents a mile.

Fixed costs itemized in the report included insurance, $483 per year; license, registration and taxes, $90; depreciation, $942; and finance charges, $296.

Operating costs (4.11 cents per mile, gas and oil; 1.1 cents per mile, maintenance; and .65 cents per mile, tires) were compiled before recent fuel price hikes and reported increases in cost-of-living.

Newark tops in safety

Newark Division drivers again topped the month's safety standings with their April record of 68,780 miles per chargeable accident. Emeryville Division came is second with 20,663 miles per mishap; Seminary Division was third with 14,448.

During April, operators at the four divisions drove a total of 2,543,102 miles.

Drivers to compete in Roadeo

AC Transit operators will be gearing up their driving skills for the District's Bus Roadeo competition June 30.

The competition will be held in the parking lot at Golden Gate Fields, with drivers testing their abilities as professionals both behind the wheel and in a written safety examination.

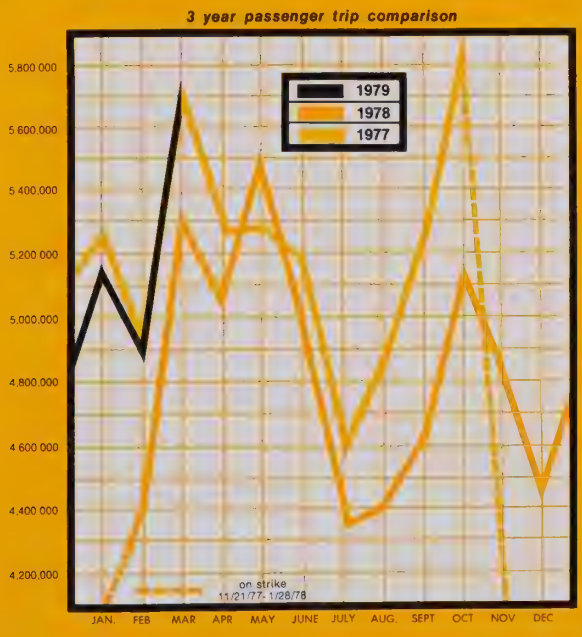
The winner will compete at the National Bus Roadeo in New York City in September.

MARCH REPORT

Passenger Trips	March 1979	March 1978	% Change
East Bay	3,840,615	3,806,409	.9
Transbay	1,510,120	1,195,172	26.4
Fremont/Newark	115,711	112,148	3.2
Contract Services:*			
BART	151,391	104,991	44.2
Concord	64,528	52,525	22.9
Pleasant Hill	13,457	14,289	-5.8
Moraga/Orinda	21,332	13,044	63.5
Pittsburg/Antioch/ Brentwood	17,177	10,611	61.9
Total	5,734,331	5,309,189	8.0
Fare Revenue			
East Bay	$1,022,021	$712,683	43.4
Transbay	1,044,972	632,141	65.3
Fremont/Newark	29,390	21,004	39.9
Contract Services:*			
BART	47,411	33,880	39.9
Concord	13,214	8,800	50.2
Pleasant Hill	1,666	1,805	-7.7
Moraga/Orinda	4,746	1,930	145.9
Pittsburg/Antioch/ Brentwood	4,335	2,651	63.5
Total	$2,167,755	$1,414,894	53.2
Service Miles			
East Bay	1,418,630	1,476,509	-3.9
Transbay	838,295	832,162	.7
Fremont/Newark	137,796	135,830	1.4
Contract Services:*			
BART	211,876	149,043	42.2
Concord	58,313	49,240	18.4
Pleasant Hill	10,302	10,847	-5.0
Moraga/Orinda	25,915	18,262	41.9
Pittsburg/Antioch/ Brentwood	34,364	35,650	-3.6
Total	2,735,491	2,707,543	1.0

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting April 18, the Board of Directors:

- Adopted resolutions authorizing filing of applications for federal operating assistance and for bus replacement funds, on motion of Director Rinehart.
- Awarded contract to Montague-Harris & Co. for furnishing milling machine, on motion of Director McDonnell.
- Authorized General Manager to advertise and seek bids for bus tire rental and service, on motion of Director McDonnell.
- Authorized one participant to attend Transportation Research Board Conference in Washington, April 30 - May 2, on motion of Director Nakadegawa.
- Authorized one participant to attend APTA Financial Management Committee Session in Chicago April 30, on motion of Director Bettencourt.

At a regular meeting May 9, the Board of Directors:

- Authorized General Manager to advertise and seek bids for purchase of shop tools and equipment, on motion of Director McDonnell.
- Adopted resolution granting claims manager authority in handling all phases of the claims procedure, including settlements up to $5,000, on motion of Director McDonnell.
- Adopted resolution granting authority to claims adjustor, claims supervisor and trial attorney to settle claims up to $750 and to General Manager to approve settlements up to $25,000, on motion of Director McDonnell.
- Authorized winner of AC Transit Bus Roadeo, and spouse, to attend APTA Bus Roadeo in New York in Sept., 1979, on motion of Director Holmes.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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BOARD OF DIRECTORS

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ROY NAKADEGAWA ..... Vice President
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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

MANAGEMENT

Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Claims Manager
John A. Krajcar ..... Purchases and Stores Mgr.
Lawrence S. Kurz ..... Treasurer-Controller
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Personnel Manager
Stanley O. Pearce ..... Superintendent of Safety
Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

- Approved establishment of a "restricted fund" to meet unusual or unbudgeted expenditures for facilities or operating needs; reaffirmed an existing policy of maintaining an "equipment replacement fund" to meet contractual and related financial responsibilities of the District as a recipient of federal capital improvement grants; and approved an accounting change involving status, for financial statement purposes, of employees' accrued vacation benefits, on motion of Director Rinehart.
- Adopted in concept the "Master Plan of Bus Maintenance, Service, Garage, and Other Facilities"; authorized incorporation of plan into the Five-Year Plan and printing of a Final Report, subject to UMTA approval, on motion of Director Rinehart.

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Vol. 21, No. 12 JUNE 1979

Transit-Times

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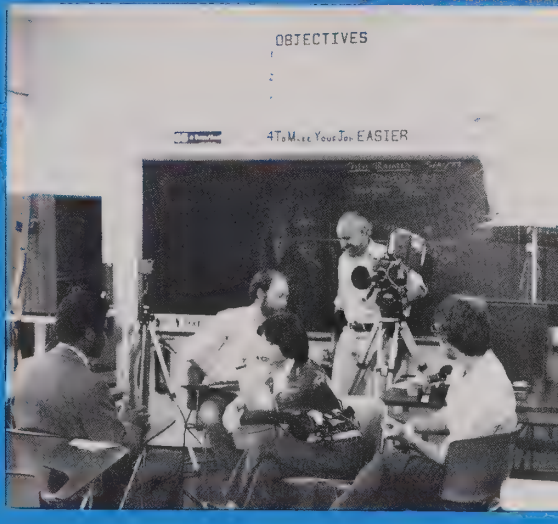
JUL 3 1979

UNIVERSITY OF CALIFORNIA

Driver training: TV takes a look



The recent closure of the BART tube placed a severe burden on the transbay transportation systems. AC Transit did an outstanding job in providing additional services and coordinating the "bus bridge". The success of your effort is due to the responsiveness of your Board, the leadership of your General Manager, and the hard work and dedication of your staff.

I believe I can speak for the entire Metropolitan Transportation Commission when I extend our appreciation and thanks for a job well done.

James E. Self
Chairman
Metropolitan Transportation
Commission

* * *

I want to report an instance where a bus roared through one stop sign and only slightly slowed down for a second. Clearly, the bus driver involved should be dealt with sternly. He disobeyed traffic laws, was very careless, and was only lucky that no accident resulted from his mad dash through our section of north Berkeley.

Virginia Shirley
Berkeley

(Ed. Note: This incident has been referred to our Transportation Department for investigation and follow-up, since you provided sufficient data to identify the driver.)

* * *

It is so nice to board the N-San Francisco bus when *Tyrone Bowman* is driving. Tyrone is a very congenial person as well as a safe driver.

Cora M. Bursey
Oakland

Our 'Stockholders' Write

I am writing to request your review of our commuter Line L-1B for possible expansion of service. El Sobrante and the surrounding area appears to be developing at a rapid rate, and I'm confident that other residents would appreciate better service into San Francisco, thus relieving some of the traffic congestion on the freeways.

Let me first state that the personnel driving the present lines cannot be improved upon; without exception I've found them courteous, friendly, and even willing to hold the bus if they see someone running to catch it.

Judith Skiber
El Sobrante

(Ed. Note: Please be assured we will continue to watch patrongage in this growing area. Normally, as patronage increases, it is possible to justify such requested expansion, but consideration must also be given to availability of equipment and manpower, plus current funding restrictions.)

* * *

Yesterday the Livermore-Pleasanton bus pulled away too quickly and left six tired men from BART stranded. Our driver *(Henry Grier)* told them to board his bus and that he would get them aboard. He did and each man thanked him and left our bus with a feeling of goodwill for a special service rendered.

Later, down the highway, an AC bus had broken down and the people aboard had to board our bus, each one asking different directions and questions. Our driver was pleasant and informative. I wanted you to know that you can be proud of him.

Eloise Link
Castro Valley

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Board hears rider survey results

JUL 3 1979

UNIVERSITY OF CALIFORNIA

Who are the people who ride AC Transit and what are their travel patterns?

In an effort to answer these questions and others, an on-board survey of approximately 43,000 bus passengers has been completed and the results presented to the Board of Directors June 6.

Conducted by Crain and Associates, an independent research firm, the survey describes passengers' trips, payment methods, fare levels and socioeconomic characteristics.

A total of 1,553 trips, representing about 10 percent of daily scheduled trips, provided the statistical data to assist in planning future levels of service and identifying the public transit market. Passengers were surveyed for six weeks last Fall. The resulting information was placed on a computer, producing a printout of some 250 pages.

Survey statistics

The findings of the survey include:

- The majority (52 percent) of riders walked a little less than three blocks to catch their bus. Those who drove (4 percent) traveled over four-and-one-half miles.
- Sixteen percent of the riders responding to the survey had transferred from another AC Transit bus and about five percent had transferred from BART. Additionally, of those people already on the bus, about 25 percent were planning to transfer to another AC Transit coach, BART or some other public transit system.
- The average trip length on the bus was 4.1 miles on weekdays, 3.2 miles on Saturdays and 3.7 miles on Sundays.
- Nearly 30 percent of the passengers were going to their home, while 33 percent were coming from home.
- Most riders (57.8 percent on weekdays) said they used AC Transit at least four days per week.
- In the category "reason for the trip," 31.2 percent of weekday travelers said they were using the bus for travel to or from work; 22 percent for school; 8.2 percent for personal business; 4.7 percent for shopping; 3.7 percent for social-recreational; 3.2 percent for medical-dental reasons.
- Nearly 25 percent of weekday bus riders had a car available for their trip, but chose public transit instead.
- About 56 percent of passengers were female and 44 percent male.

Age ranges

- Less than one percent of weekday riders were under five years of age; 2.6 percent were between 5 and 12; 15.8 percent between 13 and 17; 30.9 percent between 18 and 30; 21.3 percent between 30 and 59; 2.4 percent between 60 and 64; 5.1 percent 65 and older. Weekends showed an increase in the categories of younger and older persons but a decrease for those from 18 to 59.
- Household income for weekday riders showed that 22.2 percent earned under $7,000 annually; 17.7 percent earned between $7,000 and $15,000; 10.6 percent, between $15,000 and $25,000; 7.7 percent, over $25,000.
- Ethnic background of weekday riders included 33.2 percent white; 30.5 percent black; 6.6 percent Asian; 5 percent Mexican or Hispanic; 1.1 percent American Indian; 2.1 percent, other. On Saturdays the break-down remained about the same, but Sundays showed an increase in black and Hispanic riders with a corresponding decrease in other categories.

Personnel post

Leland G. Skilling, senior personnel analyst since 1977, has been promoted to assistant personnel manager. Skilling began his career with AC Transit as a cashier-clerk in Treasury in 1950. His experience also includes managing the Oakland Terminal for Dealers Transit, Inc. He has a daughter, Teri, 23, and a son, Jeff, 17.

"New look" buses to be added to fleet

East Bay bus riders can look forward to the comfort and convenience provided by about 200 new buses — an addition to the AC Transit fleet which should be on the streets in less than one year.

District directors, at a June 6 meeting, decided not to buy new "Advanced Design Buses" and authorized seeking of bids for up to 200 "new look" coaches.

The big difference between these two types of buses is in characteristics and in price, General Manager Robert E. Nisbet noted. The "new look" bus approximates the characteristics of the vehicles with which AC Transit riders are now familiar, the buses now in the District's fleet. These standard buses — including makes built in Canada with many American-made components — will cost an estimated $115,000 each.

The "advance design" — now being produced by two American manufacturers — look modern but have fewer seats than the "new look", could not be delivered for use in the East Bay any sooner than the standard buses, and would cost significantly more — an estimated $140,000 each.

"The dollar figure is even more important than the delivery schedule," Nisbet told the board.

"With the capital funds available for this purchase — $22.3 million — the price difference means that we could buy 30 to 35 more 'new look' buses and provide riders more seats more quickly."

The District will be going out to bid for the new buses immediately, with delivery expected to be completed by mid-1980.

Divisions meet safety mark

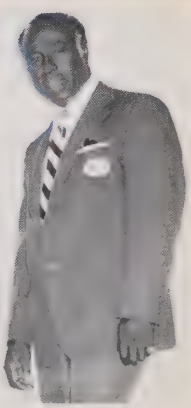
Newark Division's safe-driving record for May — 28,105 miles per chargeable accident — was best in that month's standings. Emeryville took second place with 17,055 miles per mishap.

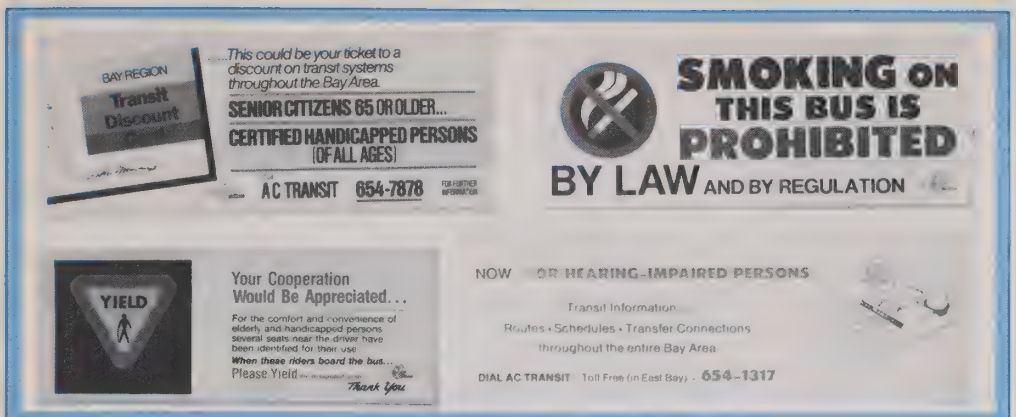
Richmond Division also achieved the month's "safety bogey" (13,250 miles per accident) with its record of 15,449 miles per mishap. Seminary Division's May record was 13,905 miles per accident.

During the month, District operators drove a total of 2,638,847 miles.

THE COVER — KGO-TV newscaster Jerry Jensen (top, left) receives congratulatory handshake from General Manager Robert E. Nisbet following Jensen's participation in driver training classes at Seminary Division. Training Instructor Billy T. Bishop (bottom, left) goes over scheduled shooting with Claudine Huey, associate producer, in preparation for taping of the sequence. The training session, including Jensen actually driving an AC Transit bus over an obstacle course, was filmed for July airing on Channel 7's "Bay Scene" program.

UP-DATING — Forty-five transportation supervisors and central dispatchers — working both on-the-scene and behind-the-scenes to keep the System running smoothly — are now wearing new uniforms in tones of gray and green, as modeled by Lonnie Abner (right). They drive 18 new, fuel-efficient silver Oldsmobile diesels, as shown recently by Abner and Robert Shamoon, assistant general manager for operations (left, below).

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Transit Discount
This could be your ticket to a discount on transit systems throughout the Bay Area.
SENIOR CITIZENS 65 OR OLDER...
CERTIFIED HANDICAPPED PERSONS (OF ALL AGES)
AC TRANSIT 654-7878
SMOKING ON THIS BUS IS PROHIBITED
BY LAW AND BY REGULATION
YIELD
Your Cooperation Would Be Appreciated...
For the comfort and convenience of elderly and handicapped persons several seats near the driver have been identified for their use.
When these riders board the bus...
Please Yield
Thank You
NOW FOR HEARING-IMPAIRED PERSONS
Transit Information
Routes • Schedules • Transfer Connections
throughout the entire Bay Area
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MARKETING PROJECTS — New ads posted in coaches inform patrons of ways in which the System seeks to make bus riding more convenient and comfortable. Two of the ads point out the "No Smoking" regulation and ask passengers to yield specified seats to the handicapped. Two others describe such services as discount fare cards for elderly and handicapped patrons and the new transit information system for the hearing impaired.

Death claims three with transit service records

Two retirees and a driver who was within a few days of retirement died last month.

Ray L. Bryant, 62, whose retirement as a driver was to take effect June 1, died of a heart attack in Hayward May 25.

Bryant, who joined AC Transit in 1962, completed his last day of work at Seminary Division in April. He had accrued several weeks of vacation/holiday credits with which he was bridging the time period before retirement.

He is survived by his widow, Lupe, and two sons, Wayne and Jim. He lived in Hayward.

Cecil J. Hipsley, 69, who retired as chief clerk at Seminary Division in 1972, died in Santa Cruz May 20. Services and burial took place in that city, where Hipsley had made his retirement home.

Hired as a driver in 1941 by AC Transit's predecessor organization, Hipsley was promoted to dispatcher the following year. He assumed the chief clerk position in 1947 and remained in that job until retirement.

He is survived by his widow, Evelyn, and two children: Douglas Hipsley and Joann Houk.

Ralph Adams, 59, who had been a driver at Seminary Division when he retired in 1975, died May 31 in Hayward. Adams had completed 30 years of service at retirement.

Survivors include two daughters, Diane and Deborah. The family home is in San Leandro.

Lucchesi receives MTC honor

LUCCHESI HONORED — Anthony R. "Tony" Lucchesi was recognized for his "creative and innovative procedures" in the field of maintenance by the Metropolitan Transportation Commission last month when he received the MTC Special Transit Employee Award during ceremonies at the BART/Lake Merritt station. Lucchesi retired as AC Transit Maintenance Manager last year after more than 45 years of service to public transit. Standing with Lucchesi, right, is MTC Commissioner Richard LaPointe as announcement of the award is made by James E. Self, Chairman of the MTC.

New Employees

AC Transit welcomes these new workers

John Aquirre
Transportation
Richmond

Frances Epson
Transportation
Seminary

Antonio Hernandez
Transportation
Richmond

Matthew Ignacio
Transportation
Seminary

Rachel Lima Jones
Transportation
Emeryville

Leobardo Llamas
Transportation
Emeryville

Phyllis Lombardi
Transportation
Emeryville

Shirley McCauley
Transportation
Seminary

Selena Miller
Transportation
Richmond

Princess Powell
Transportation
Richmond

Anthony Pryor
Transportation
Seminary

Thierry Sallaz
Transportation
Seminary

Georgianna Segelken
Transportation
Seminary

Martha L. Shaw
Transportation
Seminary

Vivian Smith
Transportation
Seminary

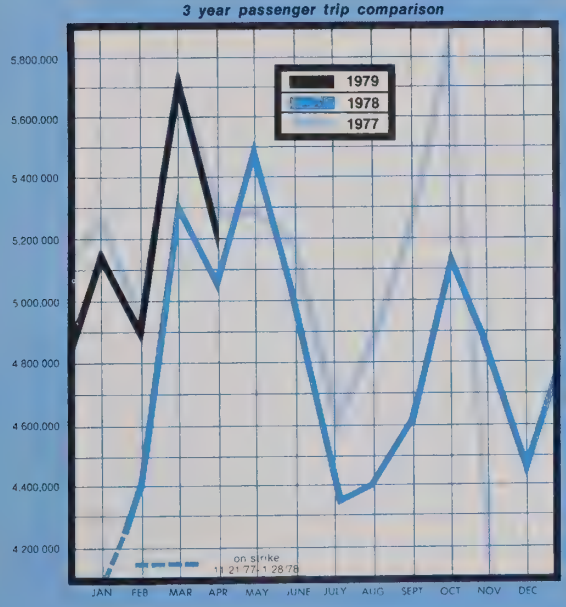
Mable Woodruff
Transportation
Emeryville

Jeanette Wyatt
Transportation
Seminary

APRIL REPORT

Passenger Trips	April, 1979	April, 1978	% Change
East Bay	3,541,913	3,636,120	-2.6
Transbay	1,250,721	1,130,187	10.7
Fremont/Newark	117,435	108,269	8.5
Contract Services:*			
BART	155,337	99,539	56.1
Concord	58,693	51,192	14.7
Pleasant Hill	13,900	11,118	25.0
Moraga/Orinda	20,084	11,226	78.9
Pittsburg/Antioch/ Brentwood	14,674	10,085	45.5
Total	5,172,757	5,057,736	2.3
Fare Revenue			
East Bay	$ 948,462	$ 683,565	38.8
Transbay	858,826	591,218	45.3
Fremont/Newark	30,531	20,901	46.1
Contract services:*			
BART	48,918	32,023	52.8
Concord	11,949	8,690	37.5
Pleasant Hill	1,856	1,685	10.1
Moraga/Orinda	4,451	1,786	149.2
Pittsburg/Antioch/ Brentwood	3,699	2,521	46.7
Total	$1,908,692	$1.342.389	42.2
Service Miles			
East Bay	1,324,751	1,353,874	-2.2
Transbay	749,795	775,190	-3.3
Fremont/Newark	130,537	126,412	3.3
Contract services:*			
BART	203,432	134,718	51.0
Concord	54,473	44,073	23.6
Pleasant Hill	9,887	9,424	4.9
Moraga/Orinda	24,335	15,880	53.2
Pittsburg/Antioch/ Brentwood	32,802	31,240	5.0
Total	2,530,012	2,490,811	1.6

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.



Actions of the Board

At an adjourned regular meeting June 6, the Board of Directors:

- Authorized President and/or Director Holmes to represent the Board at full Metropolitan Transportation Commission meetings and Grant Review Allocations Committee meetings, on motion of Director Bettencourt.
- Accepted Final Report of the On-Board Survey conducted by Crain & Associates, on motion of Director Holmes.
- Approved continuation of limited service to the Willamette Shipyard; operation of Summer Park Service June 17-September 3, contingent upon subsidy to defray out-of-pocket costs; discontinuation of special service to Raider games; and minor re-routing of Lines F, 14, 42, and 51, on motion of Director Holmes.
- Cancelled bid for purchase of Advance Design Buses and authorized advertising and soliciting bids for standard diesel buses with wheelchair lifts, subject to UMTA approval, on motion of Director Holmes.
- Adopted a series of personnel recommendations, on motion of Director McDonnell.

* * *

At a regular meeting June 13, the Board of Directors:

- Authorized one participant to attend the Professional Program in Urban Transportation at Carnegie-Mellon University beginning Sept. 10, 1979, on motion of Director Fajans.
- Authorized two District representatives to travel to Seattle, Wash., and Vancouver, B.C., to inspect and gather information on "New Look" standard coaches manufactured by Flyer Industries Ltd., and GMC of Canada, on motion of Director Holmes.
- Authorized award of contract for furnishing automotive filters, in joint procurement with Regional Transit Association, to Hausman Bus Sales and Parts Co., on motion of Director Bettencourt.

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Vol. 22, No. 1 JULY 1976

Transit-Times

Roadeo tests Driver skills

Our 'Stockholders' Write

Here is praise for your bus driver, *Bob Kuebler.* He thoughtfully helped a blind passenger to the curb, guiding the person around an obstruction right at the bus stop — a parked truck. He performed a good deed.

Charlotte Schoen
Berkeley

* * *

This is in reference to two drivers in your employ. The driver of my morning bus is the kindest and most considerate it has ever been my pleasure to ride with. He is a safe and careful driver — a perfect example of the type of employee you strive to provide. The driver of the evening bus is, without a doubt, the most rude and offensive person I have ever met. It might be possible to overlook even his rudeness and belligerence were it not for the poor driving this man displays.

I wish my morning driver to have the highest possible commendation from one of his grateful riders. As for the attitude of the other driver, I can only hope that this matter will be investigated without delay. AC Transit provides a good and useful service, and I am sure you will agree a poor driver has no place in this company.

Ronda Lawson
San Ramon

(Ed. Note: It is always encouraging to receive letters of commendation, which become part of a driver's permanent record. As to negative reports, which indicate infractions of management policy regarding courtesy and safety, our Transportation Department investigates and follows up with whatever remedial action is deemed appropriate.)

I would like to know if it would be possible to give the Washington Manor area in San Leandro better access to Bay Fair now that that center is being enlarged. We have long been without direct transportation to Bay Fair or Southland, which I think is very unfair. I use my car a good deal, but with the gas situation I would indeed use the bus if it didn't involve transferring.

The 81C is very convenient, but why doesn't it go to Bay Fair instead of BART San Leandro? I realize that there can't be a bus for everyone, but since this is so large an area (one-third of the population of San Leandro) I think it would be used a great deal.

Connie Salazar
San Leandro

(Ed. Note: The service that you suggest is one of the items on our transportation improvement list. However, such expansion cannot be implemented until our funding and manpower situation improve.)

* * *

I had been calling AC Transit only to receive a busy signal each time until I got through to Clerk 9 *(Irene Davis),* who was wonderful. Not only did she tell me the times for Oakland to SF, she took time to help me figure out how to get where I was going in SF.

As busy as you must have been, Clerk 9 was amazingly calm, courteous, and human. It didn't take her long, but I got service I didn't expect under such harried conditions.

Clerk 9 deserves to be commended. I wish more people I dealt with over the phone were as efficient and helpful.

Judith McConnell
Oakland

Nisbet outlines energy crisis role

Each AC Transit bus on the road during commute periods removes at least 35 automobiles from crowded East Bay highways, according to General Manager Robert E. Nisbet.

"And if East Bay employers and employees would implement just one of President Carter's recently voiced ideas — staggered working hours — we at AC Transit could get a great many more cars off the roads," Nisbet notes.

Speaking July 16 on behalf of the District and the California Association of Publicly Owned Transit Systems, Nisbet cabled President Carter assurance of "our wholehearted support for your energy program."

"AC Transit and our state and national associations are greatly encouraged by your support of increased assistance to mass transit," Nisbet's message said. "With additional assistance for capital and operating needs, we stand ready to play a significant role in making your program a success."

In recent weeks, with the nation beset by gasoline shortages and skyrocketing fuel prices, ridership has risen substantially. Currently, the District provides about 240,000 passenger trips on an average workday — up from about 200,000 daily trips registered a year ago.

And, Nisbet notes, AC Transit is moving to increase commute-hour capacity greatly by purchase of at least 175 new buses to be used within about a year throughout the East Bay.

Another current undertaking is a program of encouraging school districts and institutions of higher education throughout the East Bay to adjust school-day starting and ending times for more efficient distribution of buses during weekday school-use periods, which now almost coincide with peak commute hours.

Additionally, the District is taking other steps to make the bus system much easier to use, both for current riders and for commuters new to mass transit.

Assistance in planning individual bus trips is readily available by telephone from throughout the District's 620-square mile service area. And the staff of the Information Center has been expanded to handle increased numbers of inquiries.

Also, Nisbet says, AC Transit soon will introduce a monthly pass — a single card which entitles the purchaser to local rides during that month without worry about correct change or need to handle transfers.

"Commuters to and from work are now served excellently by some 200 peak-hour bus routes; the improvements we are working on will make this vital service even better," he concluded.

Board estimates 1979-1980 Finances: current levels Of service appear assured

A preliminary operating estimate adopted by the Board of Directors on June 27 virtually assures continuation of East Bay bus service at present levels during the 1979-1980 fiscal year.

In presenting the estimate to Directors, General Manager Robert E. Nisbet noted that more than one-third of the operating expenses would be covered by revenue from the fare box.

Most of the balance would be made up from federal and state operating assistance, augmented by a small amount from the property tax to cover principal and interest on bonded debt.

The financial projection does anticipate a deficit of about $2.4 million (not including depreciation), and the District is exploring alternatives for eliminating this, Nisbet said.

Operating expenses projected for 1979-80 amount to about $72.6 million (not including depreciation). Revenues are expected to be $28.2 million; property tax, $7.7 million; and federal and state operating assistance, $34.3 million.

Gamlen wins AC Transit Roadeo contest

AC Transit's top three drivers, with Newark Division's William G. Gamlen heading the list, were selected in the annual Bus Roadeo competition held June 30. Thus, Gamlen will represent AC Transit in the national Roadeo, sponsored by APTA, in New York this September.

Taking second and third place in the driving skills event were Rick Vierra, also Newark Division, and R. S. Dibble, Seminary Division, Vierra was the last District Roadeo winner, with Gamlen taking second place.

The Roadeo tests drivers' skills in accelerating, turning and braking (forward and reverse), and their accuracy in maneuvering the 35- and 40-foot buses to within fractions of inches of course markers. Contestants also are evaluated on personal appearance and knowledge of safety procedures.

All three winners will compete in a regional competition to be held in San Jose August 25. They were among 18 AC Transit operators who competed in the Roadeo, vying for honors and prizes which included trophies, sleeve patches, and belt buckles.

Gamlen, the system's champion, has been a driver for nearly a decade.

THE COVER — In the Bay Area's annual Bus Roadeo, contestants faced off against stopwatches, measuring tapes, and each other as they wheeled ten-ton coaches through a tough test course (top photo) and completed other skill-and-knowledge challenges. Handling the measuring and scoring were judges (including Bill Schmid, lower right, Central Dispatch) from the participating organizations: AC Transit, MUNI, Golden Gate Transit, and Santa Clara Transit. This system's top driver was William C. Gamlen (middle photo, finishing written test; third from left, bottom left photo, taking part in awards ceremony). Accepting runners-up honors from General Manager Robert E. Nisbet (far left in awards photo) were Rick Vierra (next to Nisbet) and R. S. Dibble (far right).

Three deaths occur among long-time transit retirees

Three deaths have been reported from among the ranks of transit retirees.

Oscar N. Sevage, 79, a retired driver, died June 6 in Oakland. At the time of his retirement in 1968, he had completed 30 years of transit service. Starting out in 1938 on the one-man streetcars, he switched to bus driving a decade later, working out of Seminary Division.

Survivors include his widow, Goldie, and a daughter, Marjorie Root. The family home is in Oakland.

Ira G. Baas, 78, who retired as a driver at Emeryville Division in 1967, died in Oregon June 13. His transit career spanned 38 years, beginning in 1929 when he joined Key System as a motorman on the trains. Making the switch to buses in 1945, he spent most subsequent years as a driver on the transbay C and E lines.

He is survived by his widow, Edith, also a retired driver (1965); a daughter, Marilyn Turner; and three stepchildren, John and Ronald Komar and Jerry Schaefer.

The family home is in Bandon, Oregon.

Benjamin C. Walden, 78, who retired from Central Dispatch in 1966 after 43 years of transit service, died May 1 in Livermore.

Joining Key System in 1923 as a streetcar operator, Walden served subsequently on the trains as motorman, train director, and train master. He was a bus supervisor for a time before moving to Central Dispatch in 1962.

He is survived by his widow, Evelyn, a son, Robert; three grandchildren and two great-grandchildren.

Two operators begin leisure lives

Fred C. Bint, Jr., after 29 years of service as operator, dispatcher, and training instructor, is easing into the life of a retiree. He'll wait until wife Margaret retires from her job next year, then they will schedule a long (8 to 10 months) auto trip across the United States and Canada, hauling their 23-foot trailer.

The couple has strong connections to Canada. Margaret was born there, and Fred served in the Canadian Army from 1940 to 1945. His military years included a long period overseas, capture in Italy, and 11 months in a prisoner-of-war camp inside Germany.

Before coming to the Bay Area in 1949, Bint had three years of experience on buses and streetcars in Toronto. After joining Key System in 1950, he served mainly as an operator at Seminary Division, with briefer stints as a training instructor and dispatcher.

The Bints have lived in San Leandro since 1951. They are the parents of a daughter, Cheryl, 24.

Clarence Stansberry is enjoying "country living" in the Mother Lode region of Calaveras County after retiring as an operator at Newark Division. Stansberry, who completed 18 years of service with AC Transit, now occupies a home, set on two acres, that he built in his spare time over a two-year period. Joining him in the leisure life at Railroad Flat, whose attractions include a small lake stocked with fish, is wife Josephine. Location of the retirement retreat is about 22 miles from the town of San Andreas.

Fred C. Bint, Jr.

Stansberry joined AC Transit as a driver at Seminary Division in 1961. His prior job experience had included seven years as a driver in West Virginia, so he can be credited with a total of a quarter-century of transit service.

The Stansberrys have three sons, Michael, Jeffrey, and Rodney; and three granddaughters, Michelle, 4; Carrie, 2; and Jennifer, 1.

Buckle up

Available to bus buffs and bucklers-up in general are solid brass belt buckles bearing the AC Transit logo. They cost $9 (including tax) and can be ordered from Marketing Department, AC Transit, 508 - 16th St., Oakland, CA., 94612; 654-7878, EXT. 207, 208, or 209.

Newark operators win again In safe-driving statistics

Once again leading in the monthly safe-driving statistics, Newark Division operators averaged 33,031 miles per chargeable accident in June. Second was Richmond Division with 16,940 miles per mishap.

Also achieving the month's "safety bogey" were Seminary Division with 16,286 miles per accident and Emeryville Division with 15,985 miles. The safe-driving goal is 13,250 miles per accident.

During June, District operators drove a total of 2,462,987 miles.

New Employees

Isidra Baldonado
Transportation
Richmond

Nadine Barker
Transportation
Emeryville

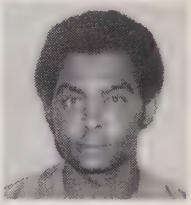
Everett Base
Transportation
Emeryville

Sarah Bell
Transportation
Emeryville

Norma Bennett
Transportation
Emeryville

George Benton, Jr.
Transportation
Seminary

Willie Benton
Maintenance
Seminary



Raymond Bowens
Transportation
Emeryville

Jerri Bradley
Transportation
Emeryville

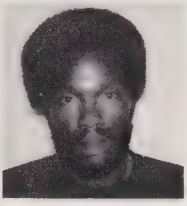
Errol Breaux
Transportation
Emeryville

Marilyn Broussard
Transportation
Emeryville

Deborah Brown
Transportation
Emeryville

Martha Bryant
Scheduling
General Office

Joyce Butler
Transportation
Emeryville



Joey Cooper
Transportation
Emeryville

Emma Daniels
Transportation
Richmond

Raymond Daniels
Transportation
Emeryville

Jesus dela Cruz
Transportation
Seminary

Christopher Dixon
Transportation
Seminary

Faye Dockery
Transportation
Emeryville

Artye Dowe
Transportation
Emeryville

Paul Dunbar, Jr.
Transportation
Emeryville

Bethamae Dynes
Transportation
Emeryville

Brenda Elliott
Transportation
Emeryville

Deborah Ann Everett
Transportation
Richmond

MAY REPORT

Passenger Trips	May, 1979	May, 1978	% Change
East Bay	4,017,645	3,984,607	.8
Transbay	1,355,172	1,223,185	10.8
Fremont/Newark	136,669	116,281	17.5
Contract Services*			
BART	200,672	108,127	85.6
Concord	75,119	54,861	36.9
Pleasant Hill	17,205	11,833	45.4
Moraga/Orinda	31,706	12,555	152.5
Pittsburg/Antioch/ Brentwood	20,038	10,954	82.9
Total	5,854,226	5,522,403	6.0
Fare Revenue			
East Bay	$1,087,616	$ 744,493	46.1
Transbay	924,402	640,489	44.3
Fremont/Newark	36,760	22,270	65.1
Contract Services*			
BART	63,571	34,742	83.0
Concord	15,921	9,387	69.6
Pleasant Hill	2,613	1,754	49.0
Moraga/Orinda	7,353	2,017	264.6
Pittsburg/Antioch/ Brentwood	5,041	2,738	84.1
Total	$2,143,277	$1,457,890	47.0
Service Miles			
East Bay	1,369,981	1,425,194	-3.9
Transbay	775,686	833,294	-6.9
Fremont/Newark	136,223	133,547	2.0
Contract Services*			
BART	213,015	147,029	44.9
Concord	57,542	47,415	21.4
Pleasant Hill	10,193	10,384	-1.8
Moraga/Orinda	25,828	17,457	48.0
Pittsburg/Antioch/ Brentwood	35,398	35,376	.1
Total	2,623,866	2,649,696	-1.0

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

3 year passenger trip comparison

Actions of the Board

At an adjourned regular meeting June 27, the Board of Directors:

- Approved, retroactively, travel of two District representatives to Pontiac, Mich., to study the GMC Advance Design bus, on motion of Director McDonnell.
- Reconfirmed previous authorization for General Manager to cancel bid for purchase of Advance Design buses and to advertise and seek bids for purchase of standard 35- and 40-foot diesel buses, subject to UMTA approval, on motion of Director Holmes.
- Adopted resolutions authorizing General Manager to file applications with UMTA for operating assistance on behalf of the District and Eastern Contra Costa Transit Authority, and scheduled public hearing in connection with these applications for Wednesday, Aug. 8, 1979, on motion of Director Rinehart.
- Adopted resolution authorizing the District to place certain funds derived from taxes and subsidies into reserve accounts previously established and approved by the Board, on motion of Director Rinehart.
- Adopted revised Operating Estimate for Fiscal Year 1979-1980 (see story, Pg. 3), on motion of Director Rinehart.

* * *

At a regular meeting July 11, the Board of Directors:

- Awarded contract to Flyer Industries Ltd. for furnishing 35-foot and 40-foot diesel buses, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract to Firestone Tire and Rubber Co. for rental and service of bus tires, on motion of Director Rinehart.
- Authorized travel for Board members and five representatives of management to attend APTA Annual Meeting in New York Sept. 23-27, 1979, on motion of Director Bettencourt.
- Adopted AC Transit Five Year Plan for 1980-84, on motion of Director Holmes.
- Authorized extension of Line 21 North Fremont to downtown Hayward and BART Hayward to provide local connection between Service Districts 1 and 2, on motion of Director Holmes.
- Authorized study of T Line service between Treasure Island and San Francisco aimed at securing additional financial subsidy or an alternate operator to continue the service, on motion of Director Nakadegawa.
- Authorized appropriate action by the Pension Board in connection with pension claims, on motion of Director Rinehart.

[redacted]

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St Oakland, California 94612
Telephone (415) 654-7878

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WILLIAM E. BERK ..... President
Ward II
ROY NAKADEGAWA ..... Vice President
Director at Large
RAY RINEHART ..... Director at Large
MICHAEL H. FAJANS ..... Ward I
JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Risk and Insurance Manager
John A. Krajcar ..... Purchases and Stores Manager
Lawrence S. Kurz ..... Treasurer-Controller
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Billy S. Lyle ..... Personnel Manager
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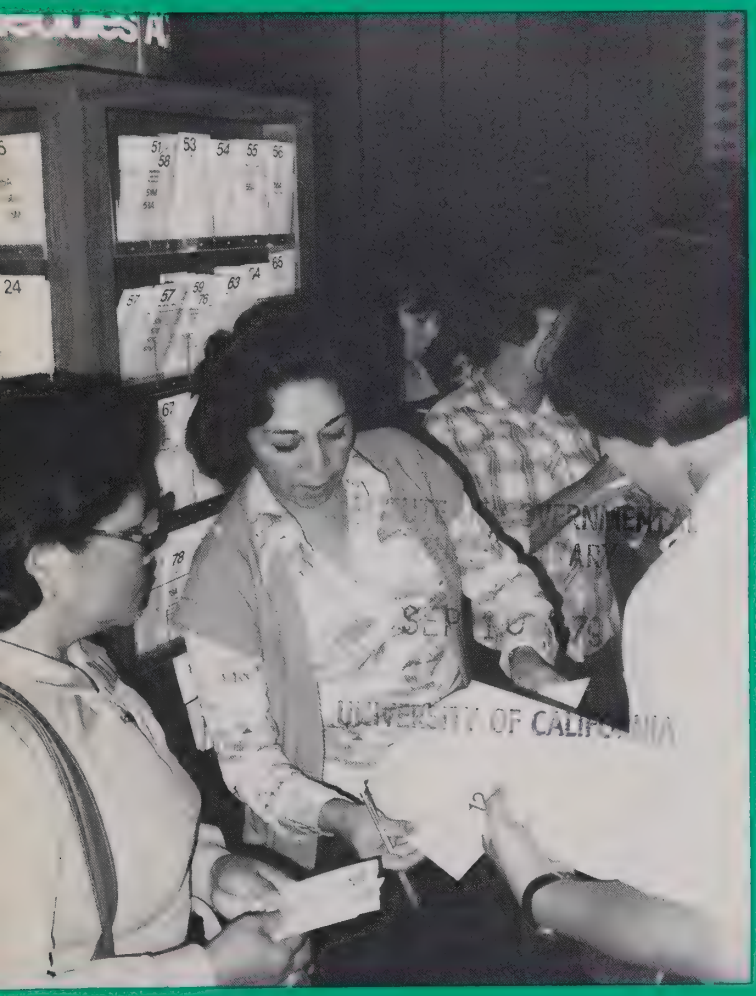
Vol. 22, No. 2 AUGUST 1979

Transit-Times



Services staff
Gives information
To new customers

Our 'Stockholders' Write

We wish to compliment you on having such courteous and understanding employees as a driver (*Emeterio Lopez*) on the 34 Express line. Recently, at Jack London Square there was an elderly woman who was lost and confused. This driver made it a point to inquire from headquarters the best route to direct this woman after ascertaining her destination.

She was not too coherent. He made it a point at 13th & Franklin to make sure she knew where to board the bus and where to ask the driver to let her off to reach her destination.

It is heartwarming to know we still have people who CARE. We thought you would want to know.

Mr. and Mrs. William R. Gray
Oakland

* * *

Congratulations! I write to express my total pleasure with your change in routing for your transbay commuter bus service. I have been hoping for some time that some decision like this would be made. It certainly makes a lot of sense in this period of rapidly increasing fuel prices and decreasing fuel supplies, not to mention the reduction in wear-and-tear on both drivers and equipment.

I know that I and other AC Transit riders are quickly going to become reliant on the significant savings in the morning commute time. In addition, I would not be surprised if this change in your routing would also have very positive effects on your passenger loads. As an ardent advocate of public transportation, I would certainly welcome that.

Larry L. Stites
San Francisco

I want to commend your driver, *Lucius Lee, Jr.*

This morning he courteously, and with a "thank you", asked that some passengers stop smoking. They ignored his request, so he walked back and spoke to the offenders sternly. The smoking stopped. He handled a touchy situation well.

During my trip, I was impressed by the cheerful and courteous deportment of this driver. He is an asset to your organization.

John M. Bell
El Cerrito

* * *

As a long time rider of AC Transit I feel qualified to comment regarding your drivers.

Driver *D. B. Mullen* is one of your best. He has a warm and friendly manner enhanced with patience and driving competence.

Fred Tessendorf
Oakland

* * *

I was on a 34 bus, which I ride real often, when a young man got on who refused to pay full fare. The driver tried to explain to him he would have to pay more, but the man refused.

The driver (*Carl Swanson*) was as nice as anyone could possibly be. He called for security, and when the police got there, the passenger was really like an animal.

I have ridden the buses since the old streetcars, and if I can always be on a bus with a driver who holds his ground, I know I will be safe.

Mrs. D. H. Hutchinson
Oakland

OF GOVERNMENTAL
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OCT 10 1978
UNIVERSITY OF CALIFORNIA

Expansion plans for Transbay Terminal Gain support from District Directors

Two plans to expand San Francisco's Transbay Transit Terminal have received support from AC Transit's Board of Directors this month.

Unanimous endorsement of two of four proposals for the future of the transportation facility, at First and Mission streets, was voted by the Board.

Approximately 45,000 weekday AC Transit riders use the terminal, which also handles passengers from Golden Gate Transit, SamTrans, San Francisco Muni and Amtrak, as well as private carriers.

AC Transit favors two of the proposals presented in an environmental impact statement issued last month — both proposals calling for expansion of the current terminal facility by building a second tier to accommodate expected increases in passenger ridership.

Estimates are that use by transbay passengers will increase between five and six percent per year, quickly exceeding the already strained capacity of the terminal.

Two other proposals — one for only minor face lifting and upgrading, the other calling for tearing down the current facility and building a new structure — did not receive support from the Board.

An anticipated cost of between $47 and $54 million is listed in the environmental impact report for the two expansion plans endorsed by AC Transit. No date is projected for the beginning of construction in the report, prepared for the San Francisco Bay Area Transportation Terminal Authority, which will hold a public hearing on the proposal August 23rd.

AC Transit and its predecessors began using the terminal in 1939, with the building of the Bay Bridge.

New buses ordered by District Directors to meet needs of wheelchair users, others too

A new look in buses will be appearing on East Bay streets beginning next Spring.

AC Transit Directors this month awarded a contract for providing 175 new buses to Flyer Industries Ltd., a Canadian firm which builds standard buses using mostly American-made components.

The Flyer bus generally approximates the characteristics and features of the standard city buses with which AC Transit riders are now familiar, though its external appearance is slightly different.

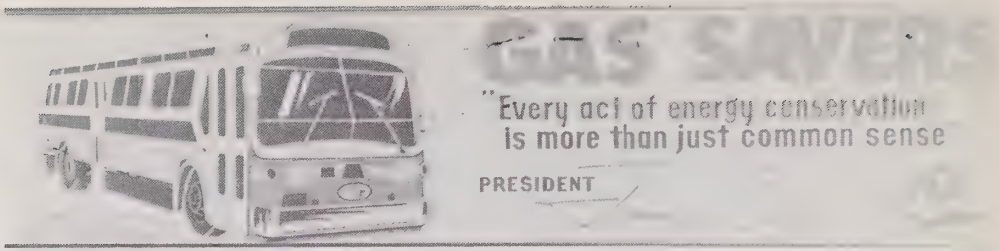
The new 40-foot Flyer bus will accommodate up to 47 riders in comfortable, fabric covered seats. And each of the new buses will be equipped with a wheelchair lift, plus tie-down positions to accommodate two wheelchair users.

When delivery begins early next year, the new additions to the AC Transit fleet will be employed on regular bus routes throughout the urban East Bay, in Fremont and Newark, and on bus lines operated in Central and Eastern Contra Costa County.

Flyer's low bid for the 40-foot coach was about $118,500 each. Total capital funds available for this procurement is about $22.3 million.

The 175 new buses will consist of 155 40-foot buses and 20 similar 35-foot buses.

THE COVER—Asian Manpower Services immigrants receive assistance from AC Transit Customer Service personnel Lorrie Gonzales, left photo, who explains routes, and Bernell Thomas, right photo, who distributes pocket timetables. The newly arrived travelers from the Far East are helped in identifying where essential services such as hospitals and social agencies are located and how to get there by public transit.



PROMOTING CONSERVATION — AC Transit buses are displaying a visual reminder encouraging people to save gas by using public transit. The posters, which went up this month, are a cooperative effort between AC Transit, the United States Department of Energy and the American Public Transit Association.

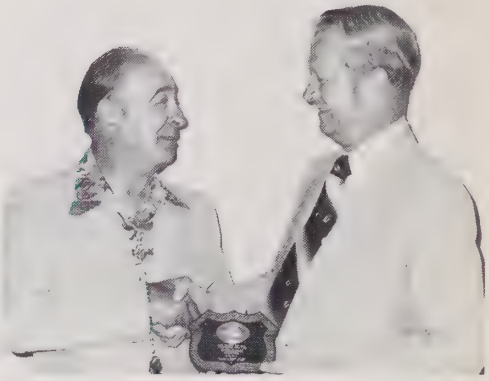
Fremont Area Riders Get Wider Service

AC Transit Line 21-North Fremont-Union City bus service was extended this month to make local stops in Hayward.

This long-planned improvement, developed in concept with the District's Five Year Plan and approved by the Board of Directors will provide Fremont and Newark bus riders direct access to local bus lines serving educational, governmental, medical, recreational and shopping facilities in the Hayward area.

Line 21 service, now operates between BART/Fremont (via central business district, Centerville and Cabrillo Park) and BART/Union City, extending north via Decoto Rd. to transfer connections along Mission Blvd.

DRIVER HONORED—AC Transit Bus Driver Reba Gauer was the honored luncheon guest at the Concord Senior Club this month. Mrs. Gauer was introduced by club president Newman Cogar, right, who commended her for her continuing concern for and assistance to senior citizens in central Contra Costa County. The club has 3,500 members, many of whom have been regular passengers on Mrs. Gauer's bus.



SILVA HONORED—AC Transit's training department staff called George Silva out of retirement for presentation of a special award for his 25 years of service. Cecil Gross, chief training instructor, right, presents Silva with the award, featuring Silva's mounted badge. The award was the first of its kind presented by the training department. Silva retired Aug. 1, 1978.

Three Divisions Beat July Safe Driving Goal

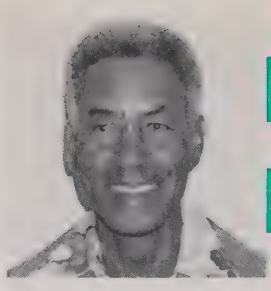
Newark Division drivers continued to lead the District in safety statistics, compiling an average of 54,009 miles per accident during the month of July.

The monthly goal is an average of at least 13,250 miles per chargeable accident.

Drivers at Seminary Division also exceeded the monthly goal by a comfortable margin, registering an average of 16,389 miles. Emeryville Division drivers posted a 14,650-mile average.

During the month of July, the District's drivers wheeled the buses a total of 2,452,025 miles on the road.

William Wheeler



James Simmons

Two tell plans for leisure life

William "Pappy" Wheeler, who joined AC Transit as a driver at Richmond Division in 1965 but who transferred to Maintenance four years ago, has joined the ranks of retirees. Ahead, he says, is the possibility of a post-retirement business venture — a shop in San Pablo specializing in sale and repair of firearms.

First on his leisure-life agenda, however, was a lengthy trip by plane to such points as Vermont, New York, Miami, Kansas City, and Washington, D.C. One aim of this trip, he said, was to allow wife Enid to become reacquainted with relatives she hadn't seen in 40 years.

Wheeler had been a driver for more than a decade — with a Kansas City, Mo., transit system and with Greyhound — before he moved to California. Just a few days after arriving, he began driving for AC Transit.

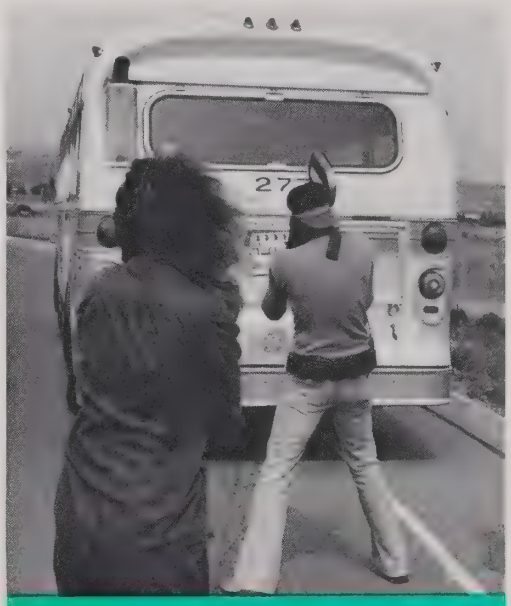
The Wheelers, who live in Pinole, have one son, David, 22, a machinist who also is close to completing studies for a degree in police science/criminal law.

The angler

"Gone fishin'" might be the most appropriate theme-song for *James Simmons,* who is entering retirement after 33 years of transit service. A driver at Emeryville Division for about 20 years, Simmons got his start with Key System doing track and roadway maintenance. Previously, he had aided the war effort as a shipyard worker at both Kaiser and Mare Island.

Keeping the family freezer stocked with "catch" from his frequent fishing trips is Simmons' main retirement activity. His enthusiasm for the sport is shared by wife Olivia. The couple fish as often as three times a week, though Olivia must plan these joint excursions around her work schedule as cook at a Walnut Creek convalescent hospital.

Simmons does not plan a post-retirement move, preferring to remain in his present home in Oakland. He and Olivia have a son, Donal (formerly in baseball) and two granddaughters.



TV PERFORMER—Radio station KYA borrowed a bus to use in television commercials which are scheduled to run this Summer. The promotional TV spots feature various types of transportation including a three-second segment featuring the AC Transit coach. Cost of production and airing of the 30-second spot are being paid by the radio station.

New Employees

David Brooks
Transportation
Emeryville

Henry Cooper
Transportation
Seminary

Denise Fluker
Transportation
Emeryville

Emery L. Franklin
Transportation
Emeryville

Brian Gilmer
Transportation
Seminary

Gary Grant
Transportation
Seminary

Teresa Green
Transportation
Richmond

Scottie Griffin
Transportation
Richmond

Frances Haywood
Transportation
Emeryville

Wanda Henry
Transportation
Richmond

Ramon Hernandez
Transportation
Emeryville

Yvonne Hill
Transportation
Seminary

Phyllis Hooper
Transportation
Emeryville

Deborah Johnson
Maintenance
Seminary

Wilma Jones
Transportation
Seminary

Jacqueline Knox
Transportation
Emeryville

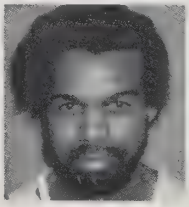
Maxine Knox
Transportation
Richmond

Elaine Lewis
Maintenance
Seminary

Diane Malinak
Scheduling
General Office

Barbara Marcellus
Transportation
Richmond

William Marable
Transportation
Seminary



Parnell Martin
Transportation
Seminary

Ralph Martinez
Maintenance
Emeryville

Anna Mason
Transportation
Emeryville

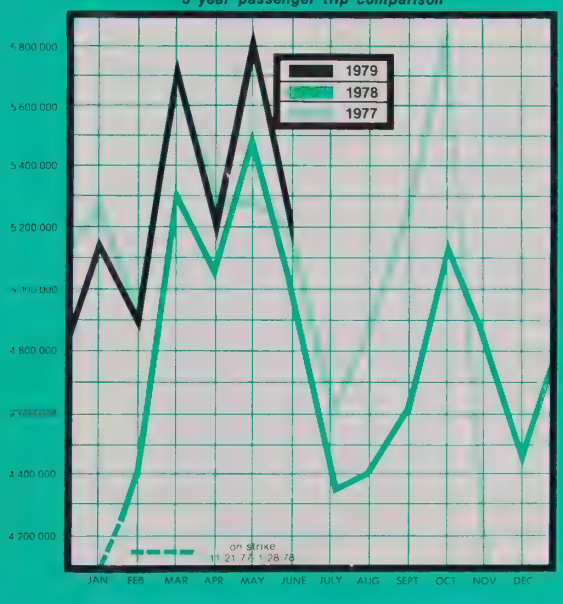
Otto Herrera
Transportation
Seminary

JUNE REPORT

Passenger Trips	June, 1979	June, 1978	% Change
East Bay	3,558,373	3,588,551	−.8
Transbay	1,168,296	1,089,139	7.3
Fremont/Newark	123,273	114,449	7.7
Contract Services:*			
BART	176,136	106,260	65.8
Concord	58,541	50,094	16.9
Pleasant Hill	13,877	10,774	28.8
Moraga/Orinda	21,195	13,497	57.0
Pittsburg/Antioch/ Brentwood	16,171	11,872	36.2
Total	5,135,862	4,984,636	3.0
Fare Revenue			
East Bay	$963,422	$686,965	40.2
Transbay	812,499	577,508	40.7
Fremont/Newark	32,363	21,497	50.5
Contract Services:*			
BART	56,141	34,325	63.6
Concord	11,838	8,417	40.6
Pleasant Hill	1,854	1,489	24.5
Moraga/Orinda	4,719	2,252	109.5
Pittsburg/Antioch/ Brentwood	4,083	2,968	37.6
Total	$1,886,919	$1,335,421	41.3
Service Miles			
East Bay	1,300,608	1,373,051	−5.3
Transbay	692,323	760,637	−9.0
Fremont/Newark	130,712	131,549	−.6
Contract Services:*			
BART	202,761	143,027	41.8
Concord	55,315	46,729	18.4
Pleasant Hill	9,941	10,384	−4.3
Moraga/Orinda	24,140	17,460	38.3
Pittsburg/Antioch/ Brentwood	32,802	34,219	−4.1
Total	2,448,602	2,517,056	−2.7

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting July 25, the Board of Directors:

- Authorized participation in joint procurement of lamp bulbs with Regional Transit Association, on motion of Director Bettencourt.

- Awarded contracts to lowest responsive bidders for shop tools and equipment, and authorized purchase on the open market of additional shop tools and equipment for which no formal responsive bid was received, on motion of Director McDonnell.

- Authorized participation in joint procurement for furnishing batteries with Regional Transit Association, on motion of Director McDonnell.

- Exercised option for air conditioning to be included in contract for 20 35-foot buses and 155 40-foot buses, on motion of Director Holmes.

- Exercised option for electronic destination signs to be included in contract for 20 35-foot buses and 155 40-foot buses, on motion of Director Holmes.

* * *

At a regular meeting August 8, the Board of Directors:

- Authorized travel for three management personnel to Portland, Ore., to view demonstration of RUCUS Computer Scheduling System, on motion of Director Rinehart.

- Agreed to extend lease of Latham Square Building facilities for four years to April 30, 1985, with option to cancel after two years, with provision for improvements in level of maintenance and remodeling required, on motion of Director Bettencourt.

- Adopted resolution providing current authorization for withdrawal of funds on deposit, on motion of Director Rinehart.

- Adopted resolution supporting two proposed project development plans for improvements at the Transbay Transit Terminal by the San Francisco Bay Area Transportation Terminal Authority, on motion of Director Bettencourt. (See story, Page 3.)

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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Vol. 22, No. 3 SEPTEMBER 1979

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

UNIVERSITY OF CALIFORNIA

Bus riding made easy.

INSTITUTE OF GOVERNMENTAL
LIBRARY

Our 'Stockholders' Write

OCT 15 1979
UNIVERSITY OF CALIFORNIA

Up until recently, I have been pleased with your service on the E Express Line, but lately the morning ride has proven to be a great displeasure, namely because I always have to stand. The buses are smaller, not on time, and there is less usage of the double buses, especially at prime times. Evening isn't much better, and yesterday the 5:28 never showed up.

To make matters worse, almost all the drivers "pack" the riders in the door. This makes standing very uncomfortable and dangerous. It also makes getting off the buses at stops a misery.

I have had several conversations with other passengers while waiting, and they all have noticed the recent poor service. Would you kindly check into this?

Elizabeth Mericas
Oakland

(Ed. Note: Unfortunately, due to an operator shortage and financial constraints, we have been unable to respond as we might have in the past to patron inconvenience stemming from increased ridership. Please be assured, however, that we will make every effort in the next few months to assign equipment and manpower in the most effective manner to equalize passenger loading.)

* * *

I am writing to commend driver *L. H. Sanchez.* He waited for about 15 seconds so my wife and I could cross the street and catch the bus. If he hadn't, we both would have been late to work.

In general, all the drivers on the O and W Lines are very pleasant. Also, I think the new paint job on the East Bay Terminal makes the place more cheerful.

Downing L. Smith
Alameda

Enclosed are signatures from the Senior Citizens thanking you and AC Transit for putting up our shelter at Park Boulevard and Emerson Way. I want to commend personally your secretary, Terry, for her help in getting the curb in front of the shelter painted red. There was quick action on this after I was in the office and talked to her about it.

I missed the "Fun Tours" very much this summer. Now I ask you, how will I get to Great America this year? I hope the trips will resume next year.

Rose Candia
Oakland

(Ed. Note: Your expression of appreciation was conveyed to Terry Marshall, administration, and B. F. Williams, chief transportation supervisor, for their efforts in expediting your requests regarding the bus shelter. We very much regret the necessity of suspending the "Fun Tours", which were so popular in past summers. It was necessary to do so, however, for a number of reasons, especially the pressing need to make the most efficient use of drivers and fuel.)

* * *

I would like to commend two of your drivers for their friendliness and safe driving. They are *Barry Gehret* and *Dennis Bavengren,* who drive the Concord 303 route. Commuting on a regular basis can become a drag, but certainly friendly chaps like Barry and Dennis make the trips more enjoyable.

Your bus service is very dependable; however, I would like to see the interval between buses reduced during the evening rush hours.

D. Davis
Concord

Ease-of-riding is aim of Monthly Pass

A new AC Transit Bus Pass, selling for $15 and offering patrons the convenience of a month's unlimited rides on local East Bay routes, will go on sale in a wide variety of locations the third week of October. Passes sold at that time will be honored throughout the month of November.

Introduction of the Monthly Pass — the first in AC Transit's operating history — was authorized by the Board of Directors at its September 12 meeting.

For patron convenience, the Monthly Pass will be sold through three supermarket chains — Consumers Co-Op of the East Bay, Lucky and Safeway. Riders also will be able to buy a Pass from AC Transit's Customer Services Center in the lobby of the Latham Square Building, Oakland, or through the mail, using order envelopes obtainable from bus drivers. Passes for each month will go on sale the last week of the preceding month.

Unlimited local rides

Each Pass, presented to drivers as the holder boards, will provide an unlimited number of rides, during the month of validity, on all 35-cent-fare local lines operating west of the East Bay hills. This includes the service area between Crockett (on the north) and Fremont (on the south). It will eliminate the need to handle transfers and the hassle of having exact-change for fares. Also, a parent who is a passholder will be able to take along two children, under age five, without payment of additional fare.

The Monthly Pass will not be usable for transbay trips or for BART Express runs. On Intercity Express service, passholders will pay additional zone charges where applicable. Passes will be nontransferable, and clearly defined rules are expected to prevent the possibility of mis-use.

Introduction of the Monthly Pass will be accomplished through a multi-media marketing program geared to the theme of "Bus riding made easy." It will be announced in a four-week series of radio spots and in ads which will begin October 24 in several Bay Area newspapers. In addition, the marketing program calls for publicizing the Monthly Pass through outdoor ads and through transit ads appearing on both the exterior and the interior of the bus fleet.

Implementation of a Monthly Pass is expected to result in a number of advantages to the District: collection, in advance, of one month's average commute fare per Pass sale; reduction of the number of coins and tickets handled by Treasury; reduction in coin-handling and transfer-issuance on buses; and cooperation of supermarket chains both in widespread distribution of the Passes and in sharing day-to-day accounting and sales reporting responsibilities.

Board establishes tax rate For 1979-1980 to provide Revenue for bond payment

A 1979-1980 property tax rate of 2.7 cents per $100 assessed valuation in Special Transit Service District 1 was established by Directors at their August 22 meeting. Buses operating in District 1 serve 11 cities and the unincorporated areas between San Pablo on the north and Hayward on the south.

Revenue from this source will pay principal and interest on bonded indebtedness incurred when voters created the Alameda-Contra Costa Transit District in 1959. Date of last payment for bonded indebtedness will be September, 1980.

Taxation to defray such debt is the only assessment on property which can be levied by the Board of Directors since passage of Proposition 13 in June, 1978.

Rate for the last fiscal year, 1978-79, was 2.6 cents per $100 assessed valuation.

Division 6 drivers Set all-time record In operating safety

Topping their own previous record in safe-driving statistics and setting an all-time record for the District, Newark Division drivers were the unquestioned superstars of the August safety figures.

The division's record for the month — 96,860 miles per chargeable accident — bested their own previous safe-driving record, established in November, 1975, of 95,790 miles per accident.

Safety bogey for each division is 13,250 miles per accident. Two other divisions also met the month's safety goal — Seminary, 14,207 miles per accident; Emeryville, 14,103 miles.

During the month, operators as a whole drove a total of 2,586,602 miles.

TOP NUMBER — Ironically, AC Transit operator Rick Vierra drew the number-one position at the August 25 Bus Roadeo in San Jose, then tied for first place with Al M. Breeden, Golden Gate Transit. Vierra, W.C. Gamlen and R.S. Dibble competed with 12 other operators representing five public transit agencies.

STANDING ROOM — As peak-period ridership on AC Transit's transbay lines increased in the wake of BART's September shut-down, commuter crowds like this thronged the Transbay Transit Terminal in San Francisco. It added up to an approximate additional 10,000 transbay bus passengers per weekday, with 40 additional coaches placed in service to help accommodate the needs of temporarily displaced train passengers. The train service disruption, stemming from a labor-management dispute, resulted in the heaviest use of the Transbay Terminal since the early-1979 BART service shut-down caused by the underwater tunnel fire.

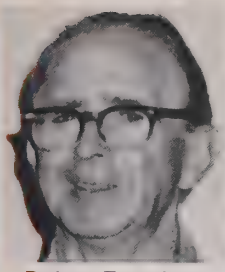
Seminary Division driver, Retired ticket seller die

Alice M. Perkins, 61, who was a ticket seller at the Transbay Terminal at the time of her retirement in 1978, died August 18. Her disability retirement followed 26 years of transit service.

Perkins joined Key System as an operator at Emeryville Division in 1952. She became a ticket seller in 1971.

A resident of El Sobrante, she is survived by a daughter, Barbara J. Vroom.

Joel A. Robinson, 35, a driver at Seminary Division, died July 10 in Oakland. He had been employed by the District since 1969. Survivors include his widow, Joyce, and a son, Craig. The family home is in Oakland.



Robert Epperhart

Elton Forbes

Imogene Smith

Epperhart, Forbes, Smith retire

Robert "Al" Epperhart, who has retired from his position as a painter in Emeryville Division's Maintenance Department after 31 years of transit service, is keeping busy in the early stages of leisure life by working on various home improvements. So far, he has built a screened patio for the home in Oakland where he and wife Charlotte have lived for a number of years. Next, he says, comes the chore of sowing a 3600-square-foot lawn.

The Epperharts also have some tentative plans for travel. They're thinking of a trip to Hawaii, and Epperhart may make a visit to Scofield Barracks, where he was stationed with the Army during the Japanese attack of 1941. Following this highly dramatic introduction to World War II, Epperhart served nearly four years in the South Pacific, helping build, equip, and maintain airfields on a string of islands which figured prominently in the war in that area.

Nearly 30 years of Epperhart's transit service was spent as a painter after a short period in other maintenance service positions following his joining Key System.

Elton Forbes' 31 years of transit service included 27 years as a dispatcher — 26 years at Seminary Division and his last year at Newark.

Like many recent retirees, Forbes heard about job opportunities at Key System, AC Transit's predecessor, through word-of-mouth, and he joined as a driver in 1948. His four years of driving included a brief period at Emeryville Division before the move to Seminary.

Forbes says he enjoyed such typical dispatching chores as setting up coaches, putting up transfers, and giving out runs; also, he feels lucky to have worked for "wonderful bosses all the way through" his years as a dispatcher.

Forbes and wife Violet plan to retain their Castro Valley home during retirement, but probably will take some trips. Forbes also plays a little golf, and may decide to polish up his skills at bowling — a sport at which he "used to be pretty good."

The couple — married for 43 years — have a son, Donald, and a foster-son, Roy, who have presented the pair with five grandchildren, now in their teens.

Imogene Smith, retired from PBX Information after 20 years of service, is entering her leisure years with no lack of activities to fill her time. She and husband Windell, a painter who also has just retired, expect to be able to spend more time now at their four-acre spread, with mobile home, near Gardnerville, Nev., and only five miles from Topaz Lake. Aside from being a relaxing hideaway, the place in Nevada offers both hiking and rock-hounding opportunities.

The Smiths also are planning a month-long trip to Tennessee, where Imogene was born and where both have relatives. Aside from trips, the couple expects to remain during retirement in Piedmont.

Imogene's total transit employment period actually adds up to about 25 years, but the years with Key System were interrupted, including a two-year period following adoption of daughter Deborah, now 22.

Imogene's sister is *Zada Malinak,* customer services supervisor.

New Employees

Richard Anderson
Transportation
Seminary

Lynn Bowen
Transportation
Emeryville

Delories Brown
Maintenance
Seminary

Harvey Criswell
Transportation
Emeryville

Leland Gong
Transportation
Richmond

Patricia Hendrix
Transportation
Richmond

Herbert Howell
Transportation
Emeryville

Carole Johnson
Transportation
Seminary

Gregory Jones
Transportation
Richmond

Fred Lambright
Transportation
Richmond

Linda Lewis
Transportation
Richmond

Loretta Mathis
Transportation
Richmond

Cheryl McDonald
Transportation
Richmond

Bessie McLen
Transportation
Seminary

Johnny Miller
Transportation
Richmond

Roena Owens
Transportation
Seminary

Heidi Patrick
Transportation
Emeryville

Maria Piccione
Transportation
Richmond

Edilberto Reynoso
Maintenance
Seminary

Roger Sabado
Transportation
Emeryville

James Scott
Transportation
Richmond

Hidenori Seki
Transportation
Seminary

Sandra Wolin
Transportation
Emeryville

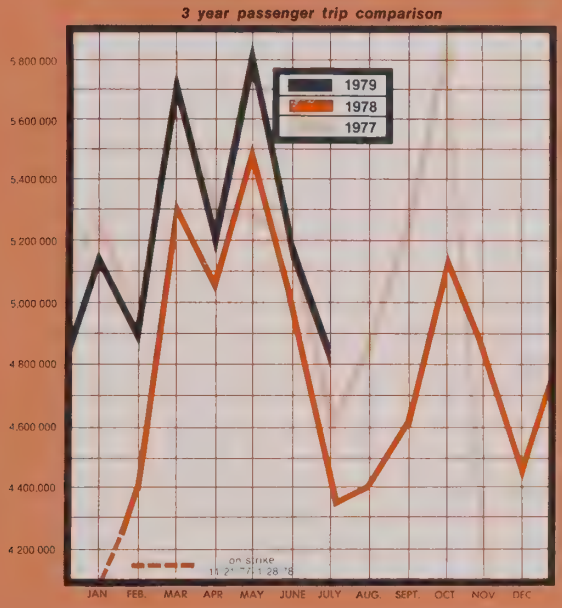
Victor Wong
Transportation
Emeryville

Timothy Yuen
Transportation
Emeryville

July Report

Passenger Trips	July, 1979	July, 1979	% Change
East Bay	3,306,887	3,125,791	5.8
Transbay	1,165,110	920,980	26.5
Fremont/Newark	109,874	99,127	10.8
Contract Services:*			
BART	165,374	103,734	59.4
Concord	44,063	38,785	13.6
Pleasant Hill	12,818	8,462	51.5
Moraga/Orinda	15,753	11,337	39.0
Pittsburg/Antioch/ Brentwood	15,445	9,575	61.3
Total	4,835,324	4,317,791	12.0
Fare Revenue			
East Bay	$901,463	$672,821	34.0
Transbay	838,103	550,487	52.2
Fremont/Newark	27,878	20,042	39.1
Contract Services:*			
BART	53,183	33,708	57.8
Concord	8,244	6,408	28.7
Pleasant Hill	1,584	1,066	48.6
Moraga/Orinda	3,349	1,960	70.9
Pittsburg/Antioch/ Brentwood	3,906	2,391	63.4
Total	$1,837,710	$1,288,883	42.6
Service Miles			
East Bay	1,290,532	1,321,775	-2.4
Transbay	677,289	679,569	-.3
Fremont/Newark	136,734	125,130	9.3
Contract Services:*			
BART	205,406	153,255	34.0
Concord	53,402	45,266	18.0
Pleasant Hill	9,884	9,390	5.3
Moraga/Orinda	23,974	15,880	51.0
Pittsburg/Antioch/ Brentwood	33,865	31,329	8.1
Total	2,431,086	2,381,594	2.1

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.



Actions of the Board

At an adjourned regular meeting August 22, the Board of Directors:

- Adopted resolution establishing 1979-1980 tax rate to pay cost of bonded indebtedness in Special Transit Service District 1, on motion of Director Bettencourt. (See story, Pg. 3)
- Approved, retroactively, travel of two additional District representatives to meet with Tri-County Metropolitan Transportation District, Portland, Ore., on motion of Director McDonnell.
- Approved installation of wheelchair lifts manufactured by Vapor Corporation on diesel buses ordered from Flyer, on motion of Director Holmes.

* * *

At a regular meeting September 12, the Board of Directors:

- Authorized implementation of a Monthly Pass and a program to introduce it to the public, on motion of Director Bettencourt. (See story, Pg. 3)
- Authorized travel of one staff member to Seattle to review Metro's experience with the Flyer bus, with continuation to Canada, to assist in final manufacturing details for the District's Flyer bus order, on motion of Director Fajans.

Diesel use and price are up

While AC Transit's diesel needs have increased with growing ridership, the price of fuel has dramatically climbed — to 85 cents per gallon compared to 39 cents in January, 1979.

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THE COVER — Bus riders will be introduced to the convenience of AC Transit's new Monthly Pass by an informational program with the theme "Bus riding made easy." This illustration is part of an ad which will appear in newspapers when the multi-media program to promote the Pass kicks off during the third week of October. That's when Passes for November go on sale at $15, buying a month's unlimited rides on local East Bay routes.

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Transit-Times

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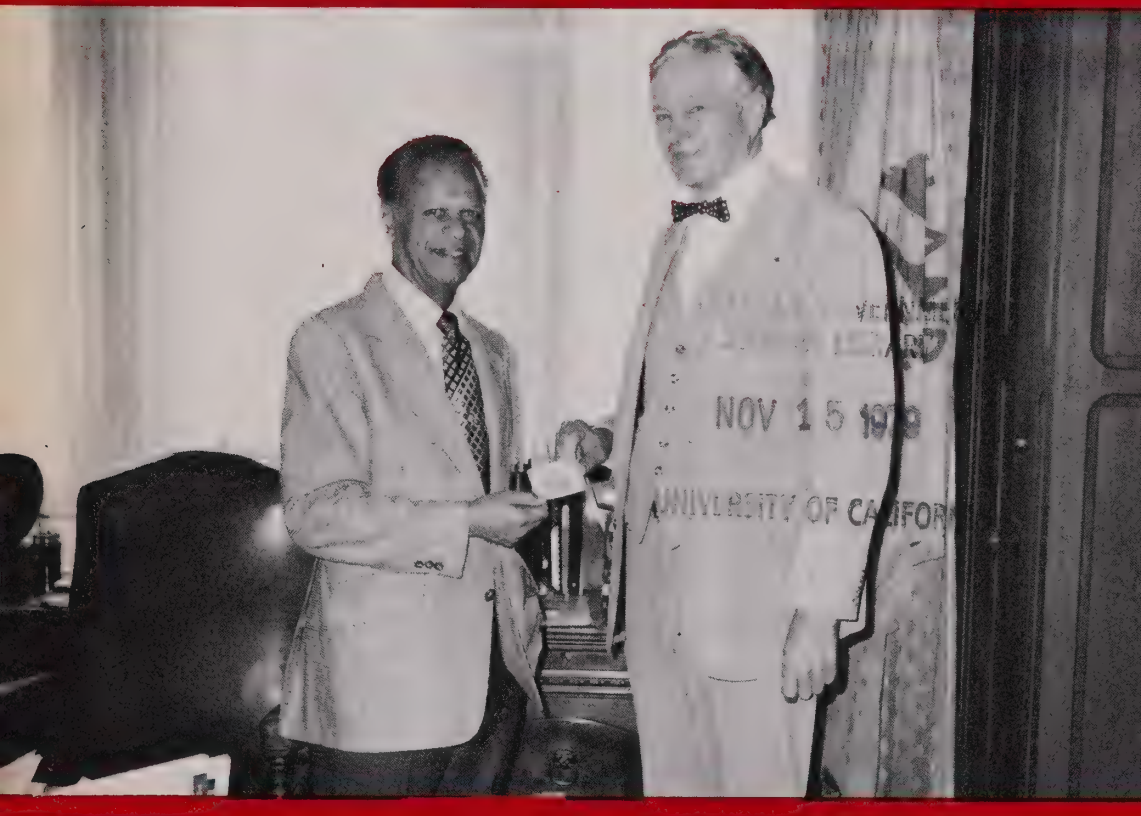
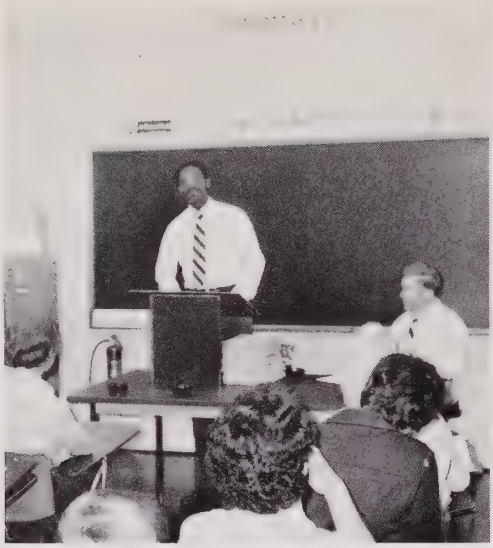
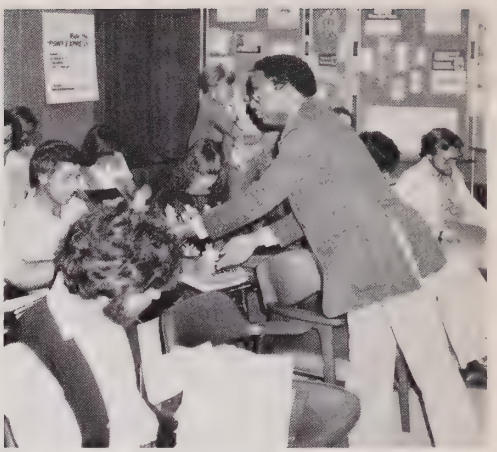


Oakland's Mayor Receives new Monthly Bus Pass





BAUTI broadens view Of transit functions

TRANSIT TALK — Last month's ninth Bay Area Urban Transit Institute again gave an over-view of public transit administrative, operational, and planning techniques. Offered three times yearly, BAUTI draws from the six major Bay Area transit operators, from properties across the nation, and from transit-related government agencies. Part of AC Transit's long-term policy of cooperation and expertise-exchange with related organizations, BAUTI is coordinated by Donn Desboine (upper right). AC Transit people also shown are Billy Bishop and Don Morgan (upper left); Mary Hancock, Stan Pearce, and Lee Skilling (left rear in middle photo); and Rbert Shamoon (lower left).

Two of first Directors still serve

Looking back over more than 20 years of service on the Board of Directors, John McDonnell (newly-elected chairman of the American Public Transit Association) and William Bettencourt provided some informal thoughts on events and decisions which shaped AC Transit as it exists today.

The Board's most senior members agreed that the fledgling System was given an initial boost — in the all-important eyes of the public which had endorsed its creation and funding in the late-Fifties — by early acquisition of that first fleet of 300 new buses.

"Changing the image was important," McDonnell remarked, describing his contention that the appearance of the equipment (color scheme, cleanliness, logo design) — with a parallel concern for close supervision and neatly-uniformed personnel — were important factors in creating public confidence and eliciting support.

The two Directors also agreed that what Bettencourt called "the reliability factor" was another key to winning public support and increasing passenger numbers over the years. In this regard, the System's nationally-honored maintenance program won high praise from both men.

Acceptance, stability, and growth of AC Transit also was encouraged, McDonnell believes, by the Board's consistent approach to governing the System: establishing policy but leaving day-to-day decisions and operations to a strong General Manager and management team.

In this regard, Bettencourt praised what he called "inspired and dedicated personnel under good management." Certain qualities of the Board itself, Bettencourt feels, such as stability in membership, policy, and procedures, have also served the System well.

An important factor in attracting and encouraging ridership, Bettencourt says, has been the long-standing policy of "keeping fares reasonable."

John McDonnell

William Bettencourt

A corollary thought on encouraging ridership was offered by McDonnell, who stressed the importance of "selling the System, of educating the people to use it."

Both mentioned that adoption in 1968 of the then-innovative "Ready Fare" system proved to be a plus both in efficiency and security.

Planning, sound money management, and close monitoring of the political bodies which affect public transit are other key factors which Bettencourt listed as nurturing AC Transit.

As to the future, he sees a stronger need for "integration of service" — a concept whereby riders would have an ever-increasing number of choices within several separate but coordinating regional systems.

The gas crunch, plus people's changing habits of mobility will sharpen the System's need to "improve with the times," says McDonnell.

Unquestionably, he concludes, "As time goes on, we're going to carry more people."

McDonnell meets President

AC Transit Director John McDonnell was a guest for breakfast with President Jimmy Carter at the White House October 25. Carter discussed pending legislation for providing additional public transit funds. McDonnell was in Washington for the annual meeting of the American Public Transit Association, which elected him Chairman for the current year.

Voters said 'yes' to funding

1959

On October 20, voters approved a $16,500,000 bond issue to acquire Key System Transit Lines.

1960

Buses began operating under the new public ownership. The first of 250 new "Transit Liners" went into service on Christmas Day.

1961

A 55-mile network of intercity express lines linking Oakland, Berkeley, San Leandro and Hayward,went into operation, representing the first service of its kind in the East Bay.

1962

An AC Transit bus left San Francisco for Oakland every 14 seconds in the afternoon peak period. There were 238 eastbound departures from the remodeled Transbay Terminal (converted from former train station status) between 4 p.m. and 6 p.m. daily.

The District won the first of its long string of Fleet Owner Maintenance Efficiency awards.

The BART bond issue passed, with Directors deciding afterwards to commission a consulting firm to report on the financial impact the proposed rail system would have on bus operations.

1963

Patronage (since operations began) showed a 12 percent increase despite a downward trend, nationwide, in transit use.

Headquarters of the System moved from its previous location at 1106 Broadway to the Latham Square Building.

Discussions began on coordinating operations with future BART service.

Building a new fleet

1964

BART construction began.

The Shop-a-Round Pass went into use in downtown Oakland, then in San Leandro.

The District received recognition for greatest improvement in accident-reduction of any U.S. transit operation.

CONTRACT SERVICE — The mid-seventies saw expansion to such suburban areas as Fremont and Concord, which welcomed the coaches seen since 1960 on East Bay urban streets.

Serving new areas

System in October, 1959

Selling new service with a new symbol

CHANGE-OVER — Door-to-door contact introduced the System with the new logo.

1965

An aged gas-burning Mack wheezed its last, and the fleet was all GMC diesel for the first time, marking the end of nearly 44 years of gas-powered bus service.

A 60-foot articulated bus was acquired for experimental use in revenue service.

A liberalized transfer system was adopted, with a "stop-off, go-again" feature.

PASSENGER FEED-BACK — Seeking better ways to carry patrons in more comfort has led to passenger-testing of many new types of equipment. Forerunner of the articulated buses acquired in 1978 was this coach tried in revenue service in 1966.

Testing new concepts

1966

The 77-passenger articulated bus, refurbished and dubbed the "Freeway Train", went into transbay service.

Taking advantage of 1964 legislation authorizing federal aid to urban transit systems, AC Transit bought 30 new diesel buses.

1967

A project to equip coaches with two-way radios was begun under a federally-assisted program.

Northbound bus service on Broadway was temporarily displaced to make way for excavating for the 12th and 19th St. BART stations.

1968

To reduce incentive for robberies and assaults on buses, "Ready Fare" was instituted, requiring patrons to have exact fare. Hundreds of banks and retail outlets agreed to sell transit tokens.

October fare box revenue of $1,313,634 was the highest in the System's eight years of service. That same month another record was achieved when Seminary Division logged 1,010,787 miles of service — the first time any division had broken the million mark.

1969

With federal aid, purchase of 45 new buses was planned. With these additions the fleet would number 693 (462 of which were "New Look" models).

Reporting a 70% increase in its transbay commute business in nine years of operations, the System studied ways to reduce delays due to congestion, including the exclusive bus lanes in use near Washington, D.C.

(Continued on pg.6)

20-year summary

Seventies saw growth, experi

1970

A 10-cent senior citizen fare was introduced.

Transbay buses began using an exclusive buses-only lane through the toll-plaza area during morning commute hours.

1971

A work stoppage lasted 19 days.

The first new buses equipped with anti-pollution kits were delivered.

Directors declared their intent to work closely with the newly-formed Metropolitan Transportation Commission on future regional transit planning.

"Pedal hopper" service began to haul bicycle enthusiasts and their two-wheelers across the Bay Bridge.

1972

A one-way free transfer from BART trains to AC Transit buses was approved.

The System was the only major transit property in the West to show a steady increase in riding over an 11-year period.

Kimi Fujii of Hayward was sworn in to become the first woman member of the Board of Directors.

On September 11 — "Day One" of BART operations in the East Bay — 69 bus lines began serving the 10 BART stations in AC Transit's operating area.

MAINTENANCE HONORS — For 16 years Maintenance has received national honors for day-to-day excellence while also performing such special feats as cutting down a larger bus to mini-size for Dial-A-Ride service.

Breaking new ground in maintenance

1973

Figures released in February indicated that transbay bus commuting had risen 111% since 1960.

With the opening of six new BART stations to serve Berkeley, El Cerrito and Richmond, AC Transit launched coordinating service. This brought to 87 the number of bus lines providing connector service to a total of 16 stations on the BART line.

Richmond was selected as the site for the first Dial-A-Ride system to be operated in the East Bay.

1974

The System unveiled its prototype small bus, a cut-down, revamped luxury version of a standard coach developed by the Maintenance Department.

With voter approval of annexation, service began in Fremont and Newark.

Two European-made articulated buses were put to test in East Bay and transbay service to gauge rider reaction.

Service was interrupted by a two-month work stoppage.

Directors approved an agreement to operate express service from suburban sites in Alameda and Contra Costa Counties to BART stations.

1975

Service began in Concord and Pleasant Hill.

Plans were made to abandon the Richmond Dial-A-Ride operation because of cost-per-passenger.

The first Bay Region Transit Discount cards were issued, offering, in a single program, reduced fares for both elderly and handicapped.

Newark Division — the first completely new site to be built since 1947 — opened in November.

mentation, challenge, change

1976

Agreement was reached to begin contract service in Moraga/Orinda.

23 newly-designed small buses were ordered for use in suburban neighborhood service.

Two specially-decorated buses carried the System's salute to the Bicentennial.

A zonal Dial-a-Ride system was inaugurated in Fremont and Newark, along with expanded commute service.

Drivers participated in the first APTA-sponsored ROADEO.

1977

Contract service, under the banner of "Tri-Delta Transit", began in Pittsburg, Antioch, and Brentwood.

A planning program began to study transportation needs of East Bay elderly and handicapped.

Major Bay Area transit organizations joined to form the Regional Transit Association for mutual programs and promotion of the benefits of public transit.

What was to be a 68-day work stoppage began in November, idling all buses.

BUS-TRAIN COORDINATION — Beginning of BART train service in the East Bay in 1972 and launching of coordinating bus service was the culmination of years of planning and cooperative effort.

Coordinating with a new system

1978

A 15-month study began as the basis for a five-year operating plan.

In a demonstration project financed by an MTC grant, 16 coaches in Concord service were fitted with devices to trigger traffic signals, giving the buses priority.

Directors approved a contract to extend service to northwest Contra Costa County.

Passage by state voters of Proposition 13, the property tax limitation measure, forced Directors to seek fare box increases and greater state aid. The basic local fare, which had been 25 cents for a decade, was raised to 35 cents.

The first of 30 new German-design articulated buses, with seating for 69 riders, were delivered for use on heavily-patronized lines.

1979

The new articulated coaches proved helpful as the year opened when they were pressed into emergency transbay service following close-down of BART due to a tunnel fire.

A new bypass at the Bay Bridge Toll Plaza hastened the East-to-West bus commute.

Problems in procuring sufficient quantities of diesel fuel were eased when state guidelines mandated a set-aside supply for necessary services, including transit.

Public meetings were held on the System's "Five Year Plan" (1980-84).

Directors awarded a contract for purchase of 175 new buses equipped with wheelchair lifts to Flyer Industries, Ltd.

A Monthly Pass was introduced, offering patrons the convenience of a month's unlimited rides on local East Bay routes for $15.

Changes brighten suburban service

Suburban patrons in some areas are noting improvements in commute hour, weekend, and holiday service.

Improved service has been implemented on two lines serving the Fremont-Hayward area. Line 21, which previously provided weekday-only connections between Fremont and downtown Hayward, via Mission Boulevard, now offers weekend and holiday service. Saturday buses will run at half-hour intervals from about 8 a.m. to 6:30 p.m. On Sundays and holidays, service will be provided at hourly intervals from about 9 a.m. to 6 p.m.

Line 91-Castro Valley-Hayward now includes one additional weekday morning and afternoon trip to serve the Hayward Senior Citizens Center. Trips to the facility may now be made at 9:30 and 11:18 a.m. and 12:55 and 2:51 p.m.

Residents of New England Village in South Hayward now have twice-a-week service on Line 91B to Southland Shopping Center. On Tuesdays and Fridays, shoppers may catch a coach at 10:10 a.m. at the corner of Huntwood Avenue and New England Drive. Return trips from Southland on those days will be at noon and 1 p.m.

During peak hours, buses on Lines 350 and 351, which serve commuters in Moraga, Orinda, and Lafayette, are now operating at 15-minute intervals, rather than the previous 20-minute intervals.

Midday service on those lines remains at 40-minute intervals.

Divisions meet safety goal

Led by Newark Division, whose operators averaged 33,646 miles per chargeable accident during September, three divisions met the month's safety goal.

THE COVER — East Bay citizens and public officials, including Mayor Lionel Wilson of Oakland (left), heard about features of AC Transit's new Monthly Pass as sales of November Passes began. Briefing Mayor Wilson on the Monthly Pass was General Manager Robert E. Nisbet.

Fremont and Newark riders may now take advantage of bargain travel fares for Sundays and holidays since AC Transit extended its special Excursion Fun Pass this month.

The special Sunday-holiday pass, obtained from drivers for 75 cents, allows an unlimited number of rides on any AC Transit line in the East Bay during the day of issuance. Senior citizens and handicapped persons with proper identification pay a discount fare of 30 cents.

The Excursion Fun Pass previously was offered only in the service area between Richmond and Hayward.

Hearing will feature data On Fremont-Newark service

A public hearing to review the status of Fremont-Newark Dial-A-Ride service will be held by the Board of Directors Wednesday, November 14, at 7:30 p.m. at Newark City Hall.

The hearing, held in compliance with requirements of the Urban Mass Transportation Act of 1964, will include a review of the District's proposal to substitute fixed route service for the existing Dial-A-Ride network.

Interested individuals or representatives of agencies will have opportunity to comment on the Dial-A-Ride vs. fixed route question, as well as any other matters relating to policy and service in the area. Comments, evidence, and recommendations may be presented orally or in writing.

The public also is invited to review District documents to be presented at the hearing. These are available for inspection in the office of the District Secretary, 508 - 16th St., Oakland, during regular office hours at any time prior to the hearing.

John H. Miller

Louis J. Fontaine

Joseph Poston

Three drivers begin retirement

Music, working out with weights, and travel are some of the activities on the leisure-years agenda of *John H. Miller,* retiring after 18 years as an operator at Richmond Division and looking forward soon to re-locating in Oregon.

Miller is a country/western guitarist who has performed, in his spare time, for years (including Bay Area "gigs" with two other AC Transit driver-musicians). When he leaves his San Pablo home to move north, he'll be taking along all his performing paraphernalia, plus the weight-training/exercise equipment he regularly uses for keeping in shape.

Miller's total years of transit service actually amount to almost a quarter-century, since he had completed five years as a driver in Santa Monica before joining AC Transit. Before entering the transit field, he had spent three years as a police officer in the state of Washington.

Miller has two children, William and Diane, and one grandchild, Steven, 12.

His years as a resident of the West Coast haven't succeeded in completely erasing the distinctive Massachusetts twang from the voice of *Louis J. Fontaine,* retiring after 16 years as an AC Transit operator. His career as an operator began in 1936 when he signed on with Eastern Massachusetts Street Railway.

With Emeryville Division at retirement, Fontaine particularly enjoyed driving in contract service. In fact, he liked the Concord area so much after being assigned there in 1975 that he became a member of one of the community's senior activities groups, though his home is in San Francisco.

His positive attitude obviously came through to his suburban patrons, one of whom expressed the following in a letter to the system: "A special thank you for having Louis Fontaine as a driver on this bus route. He is a courteous and careful driver. And he's especially nice to children and senior citizens."

Another rider presented him with a long poem, concluding with "Wherever he'll go, I want him to know, I wish him health and happiness."

A widower, Fontaine has two children, Carol and Robert.

Having retired to Tulsa, Oklahoma, after many years as a Californian, *Joseph Poston,* previously an operator at Emeryville Division, is contemplating the chilling challenge that winter is expected to bring — having to re-learn how to wield a snow shovel.

Long winter nights in Tulsa, however, will furnish Poston a fringe benefit — time to work on his unusual hobby of collecting match book covers advertising banks. There are, he reports, almost 50,000 banks and branches throughout the United States, and his collection of covers now numbers 13,000.

As to his other post-retirement pastimes, Poston is enthusiastic about the opportunity his new home and leisure status are providing for doing "plenty of fishing."

Poston initially joined the Key System as a driver in 1952, but he left the organization in 1954. He re-joined the ranks of operators in 1967.

Operator's conditioning plan pays off

You ought to see Tom Huey if you want to get your body in shape.

But be prepared to make some changes in your life style if you plan to upgrade your physical condition.

Your diet should be altered to emphasize alfalfa, ginsing root, and kelp, with whole milk and a raw egg thrown in. Plus lots of vitamins.

This distinctly different menu produces "a natural steroid effect with no toxins and helps anyone who is interested in body building," Huey says. You also can treat yourself to a meal of desiccated calves' liver.

Along with the unusual food intake, you have to have a regimen of conditioning with weights, Huey claims. For him, that amounts to a minimum of two hours a day, five days a week.

The Emeryville Division driver is careful to point out the difference between simple weight lifting and his well planned program of body building and conditioning.

His 180 pounds carefully distributed on a five-foot-ten-inch frame attest to the success of keeping himself in peak form. His relaxed, easygoing attitude indicates there are also mental benefits.

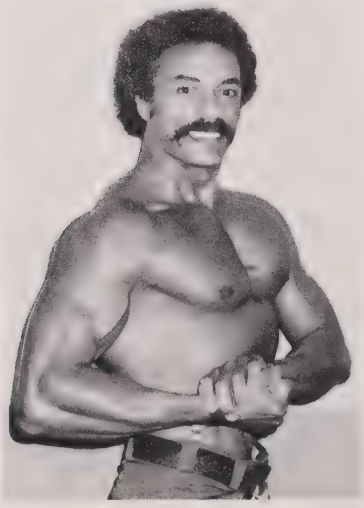
"It's a personal thing," he says of physical conditioning. "I get a sense of well-being. After a half-hour of body building, you forget about the problems you might have had during the day."

Although he neither smokes nor drinks, he does not consider total abstinence necessary "as long as you are not excessive."

Jogging is not recommended, but intensive speed sprints are, he says.

Tom Huey, driver

Huey, who recently placed second in the Mr. California contest in Sacramento and won top honors for Most Muscular over 40, says he has seen a lot of changes in the world of body conditioning since he began about 20 years ago when he weighed 140 pounds. "Today more people, especially women, are getting involved with conditioning. It's part of the American idea of doing something good for yourself, I think."



Tom Huey, body builder

Aiello joins Richmond board

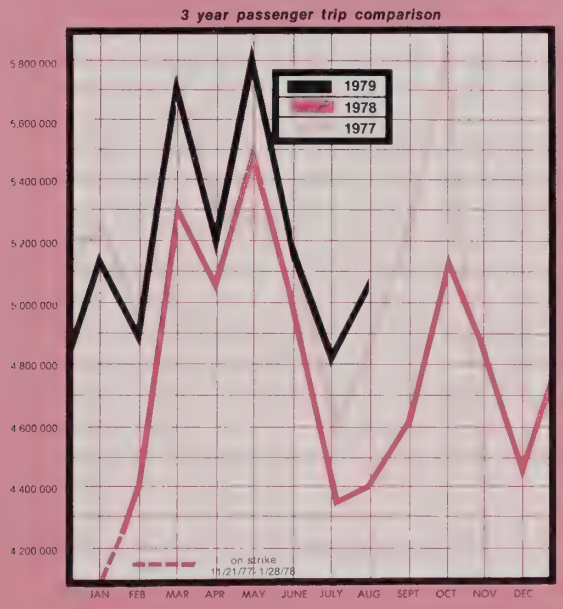
Louie Aiello, an operator since 1967 has been appointed to fill a vacancy on Richmond's Planning Commission. Aiello will serve for two years, completing the term of a commissioner who died last month.

Now serving his third term as president of the 300-member Richmond Galileo Club, Aiello's interest in planning stems from his 32 years as a resident and homeowner in Richmond, where he and his wife Helen reared their two children, Leo and Cindy, now grown.

August Report

Passenger Trips	Aug. 1979	Aug. 1978	% Change
East Bay	3,441,119	3,116,924	10.4
Transbay	1,253,136	993,045	26.2
Fremont/Newark	117,296	98,558	19.0
Contract Services*:			
BART	168,001	116,038	44.8
Concord	49,590	44,494	11.5
Pleasant Hill	15,162	11,348	33.6
Moraga/Orinda	14,979	15,003	–.2
Pittsburg/Antioch/ Brentwood	16,726	9,690	72.6
Total	5,076,009	4,405,100	15.2
Fare Revenue			
East Bay	$937,760	$856,458	9.5
Transbay	906,485	715,770	26.6
Fremont/Newark	29,773	24,096	23.6
Contract Services*:			
BART	53,654	37,877	41.7
Concord	9,304	8,420	10.5
Pleasant Hill	2,018	1,692	19.3
Moraga/Orinda	3,102	2,792	11.1
Pittsburg/Antioch Brentwood	4,219	2,434	73.3
Total	$1,946,315	$1,649,539	18.0
Service Miles			
East Bay	1,343,059	1,385,452	–3.1
Transbay	716,956	740,368	–3.2
Fremont/Newark	150,460	135,491	11.0
Contract Services*:			
BART	212,405	161,937	31.2
Concord	58,624	51,728	13.3
Pleasant Hill	10,834	10,844	–.1
Moraga/Orinda	26,266	18,197	44.3
Pittsburg/Antioch/ Brentwood	36,842	35,895	2.6
Total	2,555,446	2,539,912	.6

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.



Actions of the Board

At an adjourned regular meeting September 19, the Board of Directors:

- Adopted resolution authorizing purchase of property in central Contra Costa County for a maintenance facility and authorized preliminary engineering and environmental reports, on motion of Director Rinehart.
- Declared surplus certain vehicles, vehicle accessories, and service equipment items and approved their sale to the highest responsive bidder or bidders, with specified minimums on the automobiles, on motion of Director Bettencourt.
- Authorized General Manager to advertise and seek bids for purchase of office furniture and equipment, on motion of Director Rinehart.
- Granted travel authority for District representative to attend a training workshop at the University of Chicago during October, 1979, on motion of Director McDonnell.
- Adopted Handicapped Lift Deployment Plan as an appendix to Five Year Plan on motion of Director Holmes.
- Approved a series of service adjustments for Line A San Francisco; Line 7 Euclid-Grizzly Peak Boulevard; Line 22 Warm Springs; Line 91B New England Village; Line 69A Hilltop; Lines 65 and 73A Berkeley; Lines 32 and 36 Hayward, on motion of Director Holmes.

* * *

At a regular meeting October 10, the Board of Directors:

- Adopted resolution authorizing agents of the District to institute, prosecute, and defend small claims cases, on motion of Director Fajans.
- Authorized travel of District representative to attend National Safety Council Congress in Chicago October 15-18, on motion of Director Fajans.
- Authorized travel of District representative to attend APTA Risk Management Committee in New Orleans October 22-23, on motion of Director Fajans.

Transit-Times

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Transit-Times

ALAMEDA CONTRA COSTA TRANSIT DISTRICT

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UNIVERSITY OF CALIFORNIA

Decorated Coach Offers Holiday Greetings, '79

Our 'Stockholders' Write

Our bus stop has been changed from the east corner of Telegraph Avenue to the middle of the next block.

Could you please have a shelter installed there?

At the new stop there is no place to be under cover.

Lillian F. Collins
Oakland

(Ed. Note: Your request was evaluated, and we are pleased to report that a shelter has been installed at that location.)

* * *

Today I observed Operator *Curtis Hall.* The kindness, patience, and interest with which he treated his passengers was remarkable, and when they were getting off, he wished everyone a good day. I wish there were more like him.

Mrs. P. A. Charles
Oakland

* * *

This morning I called for information and spoke with Operator *Beverley Maloney.* She was pleasant, knowledgeable, helpful, and charming.

I don't usually write letters of praise because I feel all people should do their job and do it well, but in this case, I was so impressed with her courtesy, I felt something should be said.

Donna Campbell
Berkeley

* * *

Please express my appreciation for the helpfulness and cordiality of *Lucius Lee, Jr.,* as well as that of other drivers with whom I rode recently.

On that day I found that many of your drivers have the Aloha Spirit.

Mrs. M. Kondo
Hilo, Hawaii

Throughout the latest transportation fiasco, AC Transit apparently has conducted business as usual. With the exception of some AC supervisors stationed in cars at key points along the way, your System has demonstrated management's inability to respond to greater need.

My favorite topic is the L Line in Richmond. Your supervisor sits in his car while standees are falling in the aisles at Cutting & San Pablo. All the while, a "Not in Service" coach sits at the SW corner, engine running, waiting for the supervisor's instructions. Miserable response.

At the Transbay Terminal, woe betide the Richmond traveler from 2 p.m. on. If he's not in line one-half hour before the bus is due to depart, no seat!

Where are the articulated white elephants? Why, I saw one just the other day — Sunday, to be exact, crossing to Oakland side of the Bay Bridge about 9:30 a.m. with about 20 people on board! Terrific equipment management!

Why don't you make a commitment to improve service to the public?

Mario DiPalma
Richmond

(Ed. Note: In addition to referring your complaint to the Transportation Department for investigation, we will be strictly monitoring L Line service, including an evaluation by Schedule Department to determine if service can be improved under current conditions. During the period of extra-heavy demand for bus service stemming from the BART curtailment, we extended every effort to provide the best possible service, including utilization of all available coaches and employees — even day-off operators.)

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Fall-season upsurge

Figures show soaring ridership

Fall-season ridership on AC Transit's East Bay and transbay bus lines soared at an unprecedented rate.

Passenger counts since September 1 reveal a 60- to 70-percent increase in transbay bus trips.

During September alone, more than 1.6 million passenger trips were made between the Transbay Transit Terminal in San Francisco and various East Bay communities served by buses. In September, 1978, the number was about 980,000.

This surge in transbay bus riding continued through the first three weeks of October, with passenger counts at a level some 60-percent over October, 1978, ridership.

"The rising cost of gasoline is prompting commuters to adjust workday travel habits," according to John L. McDonnell, a director of AC Transit and 1980 Chairman of the American Public Transit Association.

"Mass transit is a sensible way to commute, and the numbers show that more and more bus riders see it that way," McDonnell said, noting that the continuing disruption of BART train service because of labor difficulties also contributed to the increase in transbay bus riding.

Greater increases occurred in the newer service areas — local lines launched in recent years to meet the needs of suburban communities.

In Fremont and Newark, where service started five years ago, September, 1979, ridership totalled almost 130,000 passenger trips — a 30-percent increase over September, 1978, figures.

In one newer local bus network, inaugurated in the eastern Contra Costa communities of Pittsburg-Antioch-Brentwood just two years ago, more than 18,000 passenger trips were recorded in September — a 60-percent increase over last year's level.

Local lines serving Moraga and Orinda in central Contra Costa County registered almost 18,000 passenger trips during the month — a 37-percent increase over last year.

First tallies are in on Monthly Pass sales

Bus riding became easier for more than 3,300 AC Transit patrons who purchased the November Monthly Pass — the first issued.

The $15 card is shown to drivers for a month's unlimited local rides in the East Bay, eliminating need to have the exact 35-cent fare or to handle transfers.

Most November Pass users purchased their cards at cooperating stores throughout the East Bay — Co-op, Emby, Lucky and Safeway stores, and at UC Berkeley.

Information on the Pass is posted on buses.

Public comments heard

CITIZEN INPUT — Interested residents of the Fremont-Newark area had the opportunity to be heard on proposed substitution of fixed route service for the present Dial-A-Ride network at a public hearing November 14. Following presentation of data by District management, including review of a proposed new system design for the area, the meeting was opened to public comment, evidence, and recommendations. A Board of Directors decision on the matter will come at a later date.

Re-routings aim at better service

Improvements in bus service in downtown Oakland went into effect in early December with rerouting of four bus lines.

Eastbound trips on Line 82 and Line 83 buses now operate via Clay St., 11th St., Broadway and 13th St., then continue on the regular route — thereby skirting the south and east sides of the new City Center development. Return trips continue to operate via 14th St. and Clay St. — on the north and west edges of the redevelopment project.

And buses on Lines 32 and 36 now operate northbound through the downtown area via Franklin St., 21st St., and Harrison St. to Kaiser Center. Return trips through downtown Oakland on these commute-hour express buses continue via 20th St. and Broadway as before.

A number of other changes were made to improve service in widely scattered areas, including: additional Transbay trips added to Lines B, F, and FXX; extension of some Line 7 trips in Berkeley to serve Lawrence Hall of Science weekdays and Saturdays; expanded night and Sunday Line 69A service to Hilltop Shopping Center in Richmond; and extension of Line P2X service into downtown Antioch on nights and weekends.

New routing, Lines 82-83, Downtown Oakland

Other changes were the addition of trips on Line 78A service in western Contra Costa County and on Line 21 bus service between Fremont and Hayward. Also, Line 302T buses in Concord were rerouted to better serve the Turtle Creek Road area of that city.

Transbay Pass is coming

March, 1980, is the date for introduction of a Transbay Monthly Pass, offering patrons a month's unlimited rides on all local and transbay lines in Districts 1 and 2 and on intercity express lines.

Price of the Pass (based on an average of 20 work days per month) has been set at $30 for Zone 1, $40 for Zone 2, $44 for Zone 3 and $50 for Zone 4. Riders will be able to purchase Passes at the Transbay Terminal, the Customer Services Center in the lobby of Oakland's Latham Square Building, and by mail.

FIRST CERTIFICATE — In addition to receiving their "brass" at the conclusion of training, new drivers now are given a certificate noting successful completion of the demanding eight-week program. In a recent ceremony, General Manager Robert E. Nisbet presented Operator Patricia L. Moore with the first of these certificates.

Two operators receive 25-Year Safe-Driving pins

SAFETY HONORS — The 28th and 29th recipients of AC Transit 25-year Safe Driving Awards received their pins from General Manager Robert E. Nisbet in recent weeks. Operator George T. Lawrence (left photo) was honored in a ceremony at Richmond Division October 31. He is a 33-year veteran of transit service who began his career as a Key System streetcar operator. Lawrence and wife Barbara make their home in Pittsburg. Operator Chester B. Anderson (right photo) was honored for his safe-driving milestone in a celebration at Emeryville Division November 6. He has completed 34 years of service with Key System and AC Transit. Anderson and wife Retha, who live in Oakland, are the parents of two and the grandparents of three.

UMTA official lauds driver performance

I recently attended the BAUTI course in the Bay Area and would like to tell you how impressed I was with AC Transit. It certainly was a pleasure to get the walk-through by such a top flight organization.

The real purpose of this letter, however, is to commend one of your employees. Candace Noonan and myself of UMTA traveled to the second class day, the 6th of November, by AC bus route 82. The time was 8 a.m. The driver we had, *Dortha Kolar,* was absolutely excellent.

The bus was delayed (BART crowds), was over-crowded, etc. A young man began smoking pot, and the bus simply reeked. She kept her cool (and had been all the while) and attempted to stop the police. They passed without hearing her so she stopped the bus and got off (about 5 feet), stating she would find a policeman. (This all occurred after several warnings by her to put it out.) She quickly turned the riding public against him by saying if they were late, it would be his responsibility. He quickly left — she lost about **20 seconds** of her scheduled time!

She continued to move passengers to the back of the overcrowded bus with frequent suggestion. She deserves a great deal of praise (as do your training people) for the impeccable service she provided.

This incident brought to life what your people showed us in the BAUTI course — that it was not a PR front, but the inner workings of an excellent organization. The industry can learn a lot from your people.

I hope I will be able to visit AC again in the near future. Please bring my comments to the attention of the driver on whose bus I rode November 6. My regards to all at AC Transit.

Charles H. Eichenberger
Office of Transportation Management
Urban Mass Transportation
Administration

Oakland's busy Customer Services Center expands

IMPROVED PATRON SERVICES — The Customer Services Center in the lobby of the Latham Square Building is undergoing expansion to better serve the increasing number of patrons seeking information, schedules, lost items, Monthly Passes, and elderly/handicapped discount cards. Patrons will be served faster and more efficiently, since the expansion — expected to be completed by year's end — will add two new service windows. With renovation complete, the existing service area will be used exclusively to serve the elderly and handicapped, who must be processed and photographed to receive their discount fare cards.

THE COVER — Decorated this year around a "Winter Wonderland" theme, AC Transit's traditional holiday-greetings coach can now be seen making regular passenger runs throughout the 600-mile service area. The colorful coach — complete with Santa (Treasury Supervisor Jim McCracken), his helpers ("V" Adcock, Marketing, and Kathy Lewis, Personnel), and taped carol accompaniment — is the District's means of extending best wishes to patrons and general public. As in past years, the work required to paint and decorate the holiday bus was performed by the Maintenance Department.

Newark tops in safety tally

Newark Division operators again triumphed in the safety tallies with October's record of 25,105 miles of driving per chargeable accident. The safety bogey toward which divisional drivers strive is 13,250 miles per accident.

The division's achievement was saluted with the traditional coffee-and-donuts fest.

Operator and three from retirement ranks meet deaths

An operator and three retirees died during October and November.

Myles A. Adams, 48, who joined AC Transit in 1967, died October 31 in Hayward. He had been a driver at Newark Division.

Funeral services and burial were at Chapel of the Chimes, Hayward. He is survived by his widow, Marlys, and a son, Brian.

Ernest Mitchell, 65, who was a driver at Richmond Division at the time of his retirement in late 1975, died October 25. He had retired after 29 years of service .

A resident of Richmond, Mitchell is survived by his widow, Mary, and a son, David.

Thomas A. Murray, 64, who had completed 25 years of service as a driver at Emeryville Division at the time of his retirement in late 1978, died October 13 in Sacramento, where services and burial took place.

He is survived by a son, Thomas, Jr.

Stanley Hall, 90, who retired as a Key System trainman in 1957 after 32 years of service, died November 2 in Oakland.

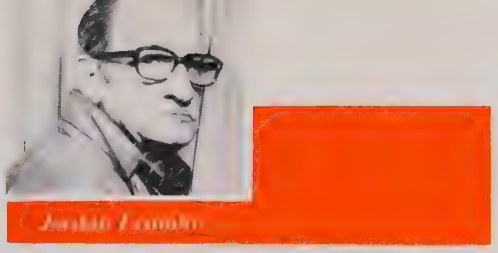
Hall's association with AC Transit's predecessor organization began in 1925.

He is survived by his widow, Ursuline; a son, Stanley Hall, Jr.; and two grandsons, Stanley Hall III and Richard Hall. The family home is in Berkeley.

Some buckles still for sale

A limited supply of solid brass belt buckles with the AC Transit logo is still available for purchase. They may be ordered from Marketing Department, AC Transit, 508 - 16th St., Oakland, CA 94612. By-mail cost is $9.63.

Operator and mechanic Join ranks of retirees



Jordan Leandro, retiring as a mechanic at Seminary Division after 17 years of service, plans to keep his skills well honed by "working on cars" to help out family and friends. There's also plenty to keep him busy around his Hayward home, he says.

A native of Hawaii who was working on repair of military vehicles at Pearl Harbor when the 1941 attack occurred, Leandro came to the mainland in 1954, joining Key System that same year. He subsequently left the organization, returning to the ranks in 1962. Over the years, Leandro says, he served in a wide variety of maintenance functions.

Though he was disappointed at the changes which he noted in his birthplace during his last visit in 1973, Leandro may decide to make another Hawaiian trip, especially since wife Elsie also came from the Islands. The Leandros have three children: Bill, Wayne, and Pamela.

Priscilla Grap, who joined Key System as a driver 23 years ago, plans to spend some post-retirement leisure time on the 70-acre ranch in Calaveras County which she and husband Harlan (still a driver) are developing.

Grap's career began at Seminary Division, where she remained until Newark opened. She remembers being startled by the new job's challenge only once when, on her first day, she "saw how long the bus was."

When the Graps married, they merged two families. Their joint brood numbered five children, now grown: Terrie, Janet, Vivian, Loyd, and Arthur. Six grandchildren complete the picture.

Having built a cabin on the ranch, the Graps are now adding a larger dwelling. Plans for the ranch include raising some special Swiss-breed cattle.

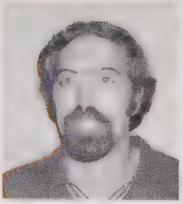
Actions of the Board

(Continued from back cover)

At a regular meeting November 28, the Board of Directors:

- Approved implementation of Transbay Monthly Pass; service adjustments on Lines L-1A, 69A, and 81B; and sale of 21 older GMC buses, parts, and spare units to the highest bidder or bidders, with minimum prices established, on motion of Director Bettencourt.
- Authorized filing of preliminary applications with CalTrans for financing Stirling Engine Hydraulic Regenerative Drive demonstration project and for financing refurbishment of 100 District buses (purchased in 1961) from Fiscal 1979-80 State discretionary funds, on motions of Directors Nakadegawa and Bettencourt, respectively.
- Approved awarding contract to Power Plus Batteries for joint purchase, with Regional Transit Assocation, of heavy duty bus batteries; to Whalley Glass Company for furnishing glass; and to Almac Plastics, Inc., for furnishing plastic glazing, on motions of Director McDonnell.
- Rejected all bids received for joint purchase, with Regional Transit Association, of automotive lamps, on motion of Director McDonnell.
- Approved awarding contracts for office furniture and equipment to lowest responsive bidders and authorized General Manager to purchase on the open market those items for which no bid was received; and approved awarding contract to Rothcoast Company, Inc., for furnishing bulletin boards, on motions of Director McDonnell.
- Authorized travel of a District representative to attend the APTA Government Affairs Steering Committee in Washington, D.C., in December, on motion of Director Bettencourt.

New Employees



William Campbell
Transportation
Seminary

Daphne Friedrich
Safety
General Office

Carmel Garcia
PBX Information
Emeryville

Trinidad Gibson
PBX Information
Emeryville

Edmond Lam
Transportation
Seminary

Patricia Moore
Transportation
Emeryville

Eleanor Newman
Transportation
Emeryville

LaWanda Payne
Transportation
Seminary

Juanita Pichardo
PBX Information
Emeryville

Margaret Price
Transportation
Richmond

Richard Reveles
PBX Information
Emeryville

Peggy Rideau
Transportation
Richmond

Susan Roberts
Transportation
Emeryville

Shirley Robinson
Transportation
Seminary

Hosea Stewart
Transportation
Seminary

Rhodessa Stinger
Transportation
Emeryville

Howard Tilton
Transportation
Emeryville

Gwendolyn Ward
Transportation
Emeryville

Phyllis Washington
Transportation
Seminary

L. D. Wells
Transportation
Seminary

Charlene Westbrook
Transportation
Emeryville

Wanda Wheeler
Transportation
Seminary

Verna Wiley
Transportation
Seminary

Sterling Williams
Transportation
Seminary

Patricia Wright
Transportation
Seminary

AC Transit welcomes these new workers

Federico Abad
Transportation
Seminary

Tina Abbott
PBX Information
Emeryville

Martha Aberts
Transportation
Seminary

Freda Aikens
Transportation
Seminary

Rosemary Ayers
Transportation
Seminary

Mary Baker
Transportation
Richmond

Richard Bennett
Transportation
Emeryville

Judith Brant
Transportation
Seminary

James Brice
Transportation
Seminary

Walter Brown
Maintenance
Seminary

Osmund Chew
Transportation
Seminary

Sok Chu Yi
Transportation
Seminary

Jesus Cortes
Transportation
Emeryville

Wanda Cummings
Maintenance
Richmond

Patricia Davis
Transportation
Emeryville

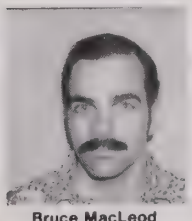
Tom Dutra
Transportation
Seminary

Denise Ellams
Finance
General Office

Ronald Fishman
Transportation
Seminary

David Griscti
Transportation
Emeryville

David Lee
Transportation
Emeryville



Bruce MacLeod
Transportation
Emeryville

Ken Montoya
Transportation
Seminary

Robert Pacca
Transportation
Seminary

Connie Parker
Maintenance
Emeryville

Victor Ramos
Transportation
Richmond

September Report

Passenger Trips	Sept. 1979	Sept. 1978	% Change
East Bay	3,803,883	3,392,293	12.1
Transbay	1,645,672	983,722	67.3
Fremont/Newark	128,666	99,364	29.5
Contract Services:*			
BART	147,050	113,616	29.4
Concord	57,210	51,938	10.2
Pleasant Hill	10,980	10,914	.6
Moraga/Orinda	17,593	12,874	36.7
Pittsburg/Antioch/ Brentwood	18,380	11,484	60.0
Total	5,829,434	4,676,205	24.7
Fare Revenue			
East Bay	$1,054,036	$935,685	12.6
Transbay	1,156,348	636,336	81.7
Fremont/Newark	34,883	25,336	37.7
Contract Services:*			
BART	45,382	36,355	24.8
Concord	11,740	10,574	11.0
Pleasant Hill	1,286	1,732	-25.8
Moraga/Orinda	3,867	2,383	62.3
Pittsburg/Antioch/ Brentwood	4,653	2,890	61.0
Total	$2,312,195	$1,651,291	40.0
Service Miles			
East Bay	1,281,791	1,337,914	-4.2
Transbay	781,339	715,770	9.2
Fremont/Newark	134,028	126,299	6.1
Contract Services:*			
BART	202,114	151,166	33.7
Concord	52,101	47,714	9.2
Pleasant Hill	9,038	9,440	-4.3
Moraga/Orinda	23,278	16,306	42.8
Pittsburg/Antioch/ Brentwood	33,471	31,269	7.0
Total	2,517,160	2,435,878	3.3

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

AC Transit Golf Club Presents plaque to Family of Oliver Moss

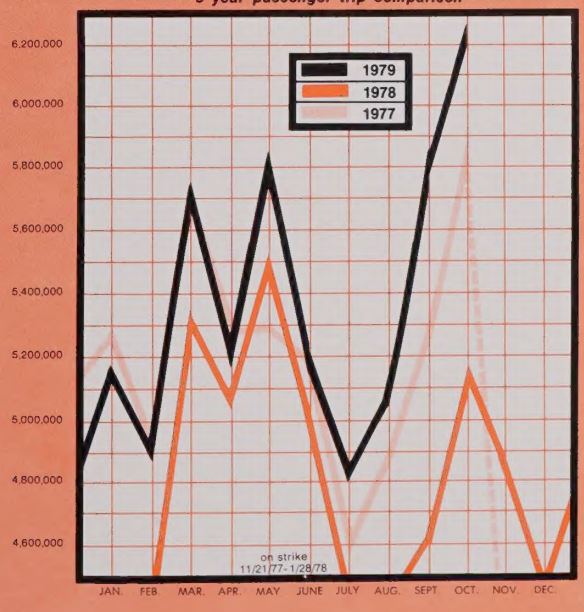
PLAQUE PRESENTED — The AC Transit Golf Club honored the memory of the late Oliver Moss — an active member of the group before his death in October, 1978 — in a ceremony following a December 1 tournament in Hayward. Family members, including Moss' children and grandchildren, some shown here, were on hand to accept a commemorative plaque honoring his long-time participation in the club. Moss was a 15-year employee attached to Maintenance Department, Seminary Division, when he died.

October Report

Passenger Trips	Oct. 1979	Oct. 1978	% Change
East Bay	4,041,307	3,717,673	8.7
Transbay	1,802,057	1,096,220	64.4
Fremont/Newark	128,310	113,439	13.1
Contract Services:*			
BART	177,024	131,765	34.3
Concord	61,874	58,354	6.0
Pleasant Hill	11,633	13,125	-11.4
Moraga/Orinda	20,691	13,684	51.2
Pittsburg/Antioch/ Brentwood	22,652	13,178	71.9
Total	6,265,548	5,157,438	21.5
Fare Revenue			
East Bay	$1,188,163	$991,526	19.8
Transbay	1,261,306	714,790	76.5
Fremont/Newark	41,490	28,914	43.5
Contract Services:*			
BART	54,572	41,778	30.6
Concord	14,665	11,806	24.2
Pleasant Hill	2,452	1,777	38.0
Moraga/Orinda	5,082	2,708	87.7
Pittsburg/Antioch/ Brentwood	5,724	3,309	73.0
Total	$2,573,454	$1,796,608	43.2
Service Miles			
East Bay	1,429,666	1,427,216	.2
Transbay	893,646	788,507	13.3
Fremont/Newark	154,477	134,058	15.2
Contract Services:*			
BART	221,156	195,953	12.9
Concord	61,078	57,667	5.9
Pleasant Hill	10,838	10,372	4.5
Moraga/Orinda	28,423	18,126	56.8
Pittsburg/Antioch/ Brentwood	37,510	34,364	9.2
Total	2,836,794	2,666,263	6.4

*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting October 24, the Board of Directors:

- Referred to management for evaluation and recommendation all bids for furnishing office furniture and equipment, on motion of Director Nakadegawa.
- Authorized travel of two management representatives to attend the Evergreen Bus Maintenance Forum in Seattle November 6-7, on motion of Director Rinehart.
- Authorized travel of one additional District representative to attend an October training workshop in Chicago, on motion of Director Nakadegawa.
- Approved service adjustments on Lines 72, 78, and 82 to provide uniform coordination with BART and minor rerouting of Line 82-83 for a six-month trial period, on motion of Director Holmes.
- Adopted Revised Operating Estimates (dated Oct. 4, 1979) for Fiscal Year ending June 30, 1980, on motion of Director Rinehart.
- Approved amending present contract with Wilbur Smith and Associates to cover the additional services of developing environmental assessment and providing preliminary engineering and site preparation data in connection with new Concord operating and maintenance facility, on motion of Director Rinehart.

Transit-Times

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WILLIAM J. BETTENCOURT	Ward IV
JEAN A. HOLMES	Ward V

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Richard H. Bertz	Maintenance Manager
Gregory L. Ford	Administrative Projects Manager
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Ozro D. Gould	Risk and Insurance Manager
John A. Krajcar	Purchases and Stores Manager
Lawrence S. Kurz	Treasurer-Controller
Donald S. Larson	Research and Planning Manager
Billy S. Lyle	Personnel Manager
Stanley O. Pearce	Superintendent of Safety
Warren E. Robinson	Transportation Engineer
John W. Rose, Jr.	Affirmative Action Coordinator

At an adjourned regular meeting November 14, the Board of Directors:

- Referred to management for evaluation and recommendation all bids for furnishing bulletin boards, on motion of Director Bettencourt.
- Convened public hearing to review recommendations and to hear citizen comments on proposal to substitute fixed route service for Dial-A-Ride in Special Transit Service District No. 2.

(Continued on Page 7)

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